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**CITY OF GENERAL PLAN
PARAMOUNT**

WILSEY & HAM
CONSULTANTS TO THE CITY



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CITY OF **PARAMOUNT**
GENERAL PLAN
AUGUST 1973

Wilsey&Ham
SOUTH PASADENA, CA

Consultants to the City

[Paramount City Council]

City planning

Paramount

ACKNOWLEDGEMENTS

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Body Type: IBM Artisan
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Printing: RCI Graphics

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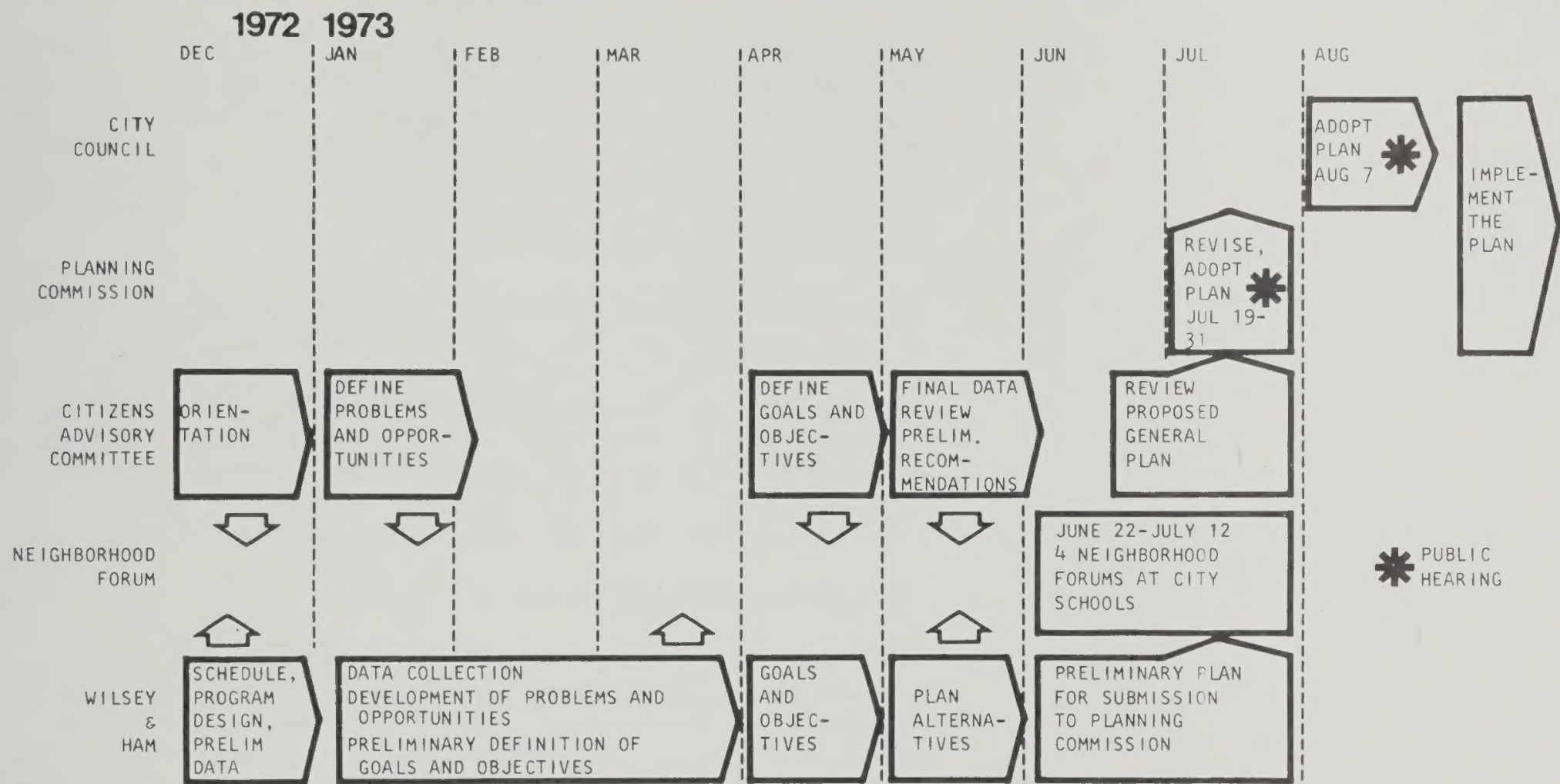
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FIGURE 1 PLANNING PROCESS



INTRODUCTION

PURPOSE AND NATURE OF THE GENERAL PLAN

The General Plan is general outline for the future development of the City of Paramount. Its purpose is to provide a picture of the City's development objectives and policies to citizens, developers, government agencies and other interested parties. The plan can also provide a framework for day-to-day decisionmaking by the City Council, Planning Commission and City staff.

The General Plan is organized into nine elements dealing with different aspects of the City's development. Each of

these elements is dealt with in terms of background data, problems and opportunities, goals and objectives, and recommendations for future development. Recommendations may be of different types for different elements, some having definite physical impact on the city, others related more to programs and the way people relate to their neighborhood and City government.

Recommendations vary widely in their potential public and private costs, time required, the people or groups who will be involved in their implementation, sources of funding and outside technical assistance, and many other factors. The ninth element of the General Plan, the Implementation Element, discusses these aspects of recommendations and identifies areas in need of special additional investigation, precise development plans, etc.

THE GENERAL PLANNING PROCESS

The figure on the preceding page illustrates the process used by the City, Citizens Advisory Committee and Consultant in preparing the General Plan. The program followed a process of data collection and analysis, identification of problems and opportunities, development of goals and objectives, development of plan alternatives, and selection of the recommended General Plan. A Citizens Advisory Committee played an important role throughout this process in helping to develop the data base of information about the city, define citizen goals and objectives for future development, and provide ideas for solutions to problems in developing plan alternatives. Before submission of the proposed General Plan to the Planning Commission for its review, four Neighborhood Forums were held in four of the City's schools to present the studies and recommendations in preliminary form and gather additional assistance from Paramount citizens concerning their knowledge of the city, values and ideas for solving the City's problems and taking advantage of its opportunities.

The Planning Commission held a number of public meetings to review and modify the plan as proposed by the Consultant. After approval by the Planning Commission, the plan was forwarded to the City Council for adoption.

LAND USE ELEMENT 1

The Land Use Element of the General Plan summarizes the land use implications of all General Plan elements and includes a proposed land use plan for the City as a long-term goal. Of particular concern in the Land Use Element are interrelations between land uses, conflicts between land uses, and the relation of land uses to the various systems that help integrate and define the city structure. These systems include circulation, open space, and activity centers such as schools, commercial development and public facilities.

BACKGROUND

Figure 2 shows existing land use in Paramount. Paramount before incorporation was largely a dairying community, with dairies developed one by one to industrial or residential use, often with little attention paid to the relation between neighboring parcels, the circulation system, and the overall relation of land uses in the city. Many of these actions left a large private investment in poorly planned uses now causing problems which will be difficult for the City to solve except over a long period.

The city is nearly 100% developed, and little can be done to improve land use relationships without redevelopment of some existing uses.

PROBLEMS AND OPPORTUNITIES

Problems and opportunities for land use were identified through questionnaires and discussions with the Citizens Advisory Committee, a questionnaire sent to Paramount's industrial firms, and technical analysis by Wilsey & Ham.

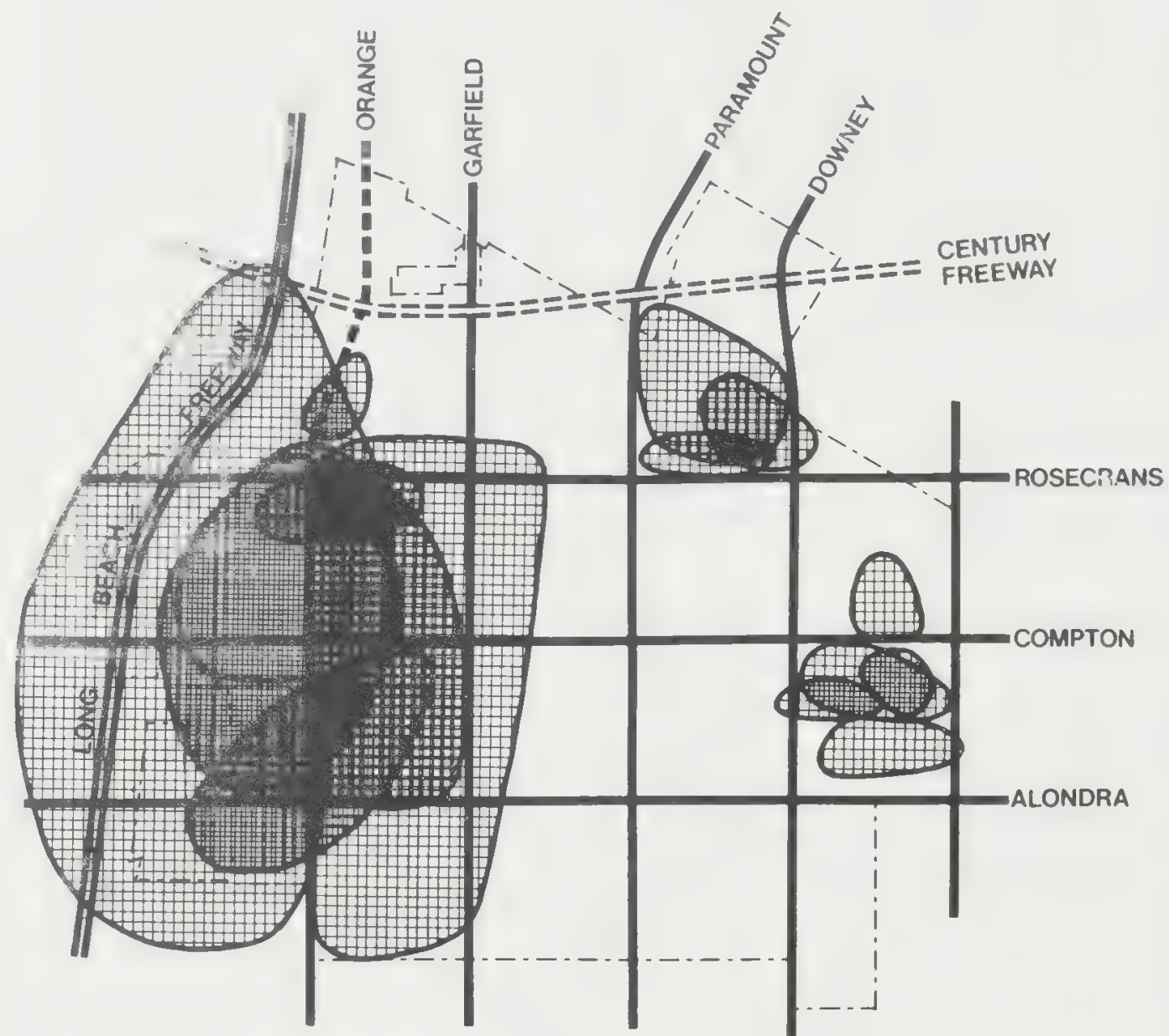
Figure 3 shows areas of greatest concern in the City as mapped by the Citizens Advisory Committee at an early meeting in the planning process. Areas of concern identified were primarily areas with problems in housing, including areas transitioning to higher densities and near industrial areas.

Wilsey & Ham surveys identified additional problem areas in land use relationships, in particular, areas changing to industrial use on a parcel-by-parcel basis causing conflicts between residential and industrial use. Such areas were also identified in the industrial survey questionnaire.



FIGURE 2 EXISTING LAND USES

FIGURE 3
CITIZEN IDENTIFICATION
OF PROBLEM AREAS



GOALS AND OBJECTIVES

Goals and objectives for land use were also developed through discussion with the Citizens Advisory Committee.

1. Land Use Compatibility: Improve the relation between land and uses through better physical and functional separation between incompatible uses, particularly housing and industry.
2. City Unity and Identity: Improve the image and identity of the City as a unit through treatment of unifying elements including the circulation and open space systems.
3. Neighborhood unity and identity: Improve the unity and identity of individual neighborhoods through better

definition of neighborhood edges such as arterial streets, and identification of neighborhood activity centers such as schools and parks.

4. Open Space: Improve the quality of open space and insure preservation of open space throughout the city, to improve the quality of the residential environment and help provide city identity.

These general goals and objectives for land use are augmented by more detailed goals and objectives for each of the General Plan elements.

RECOMMENDATIONS

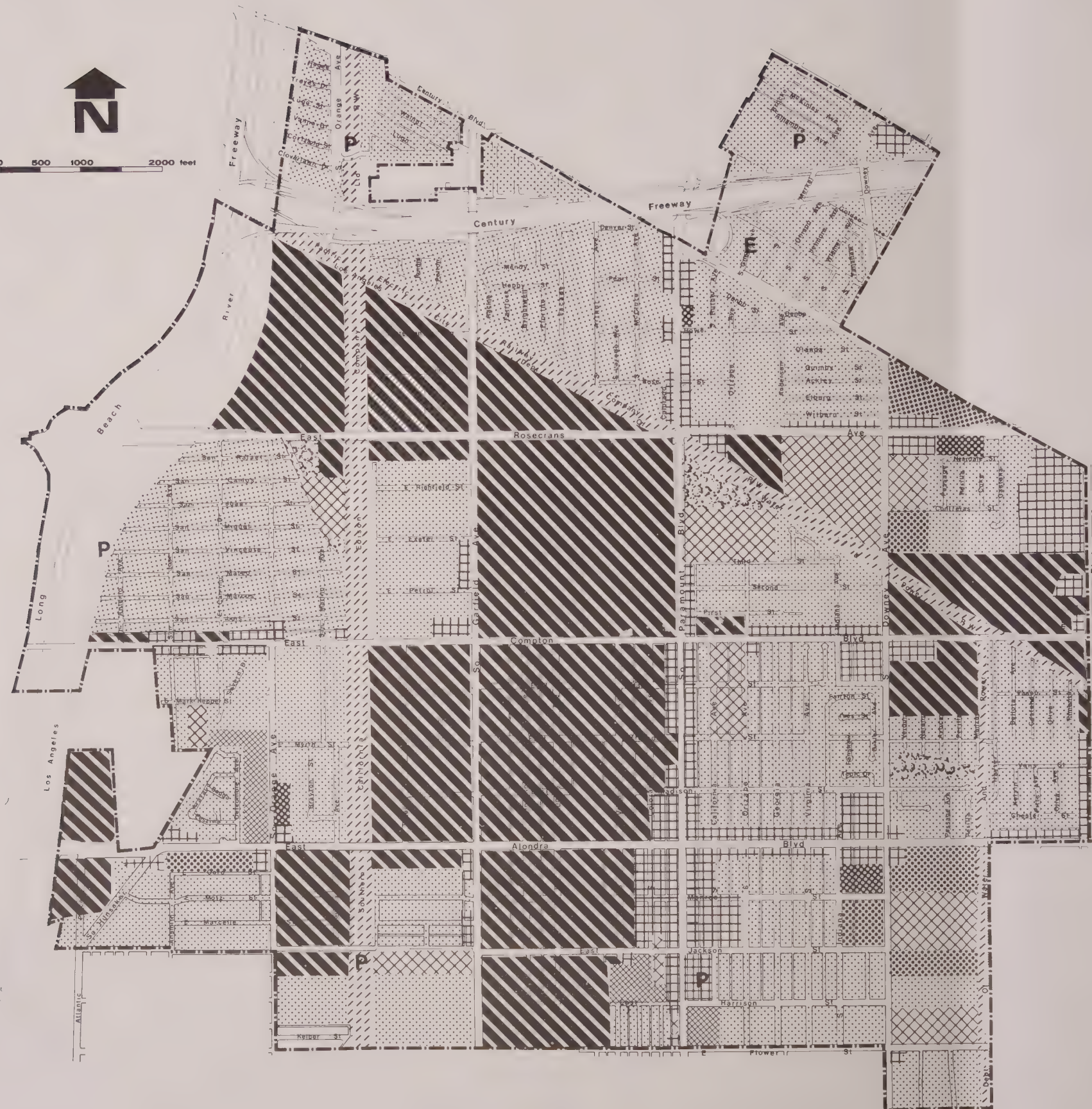
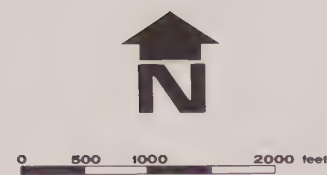
Recommendations for a land use plan for the city were developed through exploration of alternatives for major areas of the city. Alternatives were discussed with the Citizens Advisory Committee and at the four neighborhood meetings held in various parts of the city.

Alternatives in particular dealt with increasing areas devoted to industrial use, greater apartment development, extension of Orange Avenue to the Century Freeway, alternative parks and recreation strategies, etc.

Figure 4 is the proposed Land Use Plan for Paramount as proposed by the planning consultant, Wilsey & Ham. This plan was modified during the adoption process, and the adopted Land Use Plan is shown on the large color map at the end of this document. The plan is directed toward improving Paramount as a residential community, through preserving industry and expanding industry in selected transition areas. Basic land use implications of the adopted Land Use Plan include:

1. Long-term transition to industrial development in the central portion of the city between Paramount Blvd. and Garfield Ave. This area is currently in transition to industrial use on a parcel-by-parcel basis, causing problems for both residents and industry.
2. Development of an open space system utilizing available land in utility rights of way and proposed parks distributed throughout the city.

3. Identification of very limited areas in the city for medium and high density residential development on a planned development basis.
4. Transition of existing dairies to industrial or residential use.
5. Closure of selected residential streets entering arterials to improve traffic flow on arterials.
6. Development of a major community-scale shopping center north of the Century Freeway between Paramount Boulevard and Downey Avenue, depending on completion of the Century Freeway.
7. Development of expanded convenience or neighborhood scale shopping facilities at Compton and Orange to better serve the western end of the city.
8. Development of a precise plan for improvement of the Central Business District to capitalize on the potential benefits from the development of the hospital. This plan should include provision of a public park or plaza, pedestrian circulation, additional office space, a public facilities center, and possible high-density residential development.
9. Reduction in total area identified for potential high density residential development.



This proposed land use plan was modified by the Planning Commission in a series of public meetings. The land use plan adopted by the Planning Commission and City Council is included as a color map at the end of the plan report.

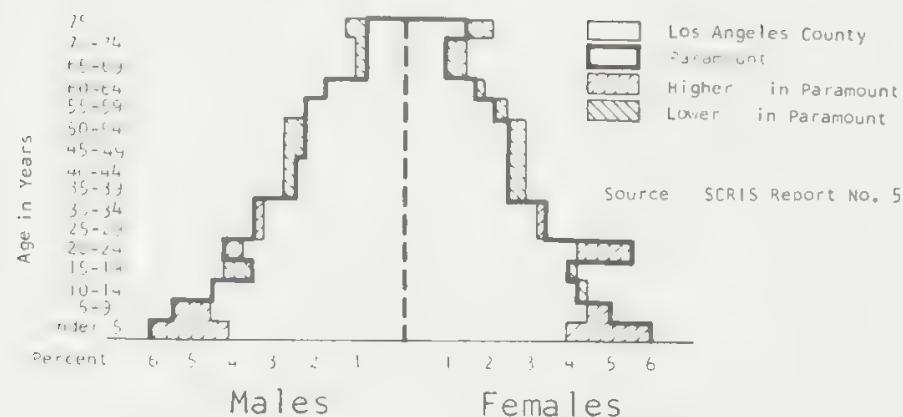
- RESIDENTIAL
 - Single/Duplex
 - Townhouse/Planned Devel.
 - High Density
- COMMERCIAL
- INDUSTRIAL
- PUBLIC
 - Parks
 - Public Facilities
- SEMI-PUBLIC
- OPEN SPACE/Multiple Use

FIGURE 4
LAND USE PLAN AS RECOMMENDED BY CONSULTANT

POPULATION ELEMENT 2

Population information is important in setting a background for other General Plan elements. Population distribution determines the need for circulation facilities, population-serving public and private facilities and services. Special characteristics of the population, such as age, income, family size, etc. help define the type and distribution of these facilities. Information about the population of the city may give answers to questions about problems that appear in housing, schools, crime, employment, and so forth. The Population Element describes selected characteristics of the population of Paramount, such as age, distribution, income, and compares the City

FIGURE 5
AGE/SEX DISTRIBUTION

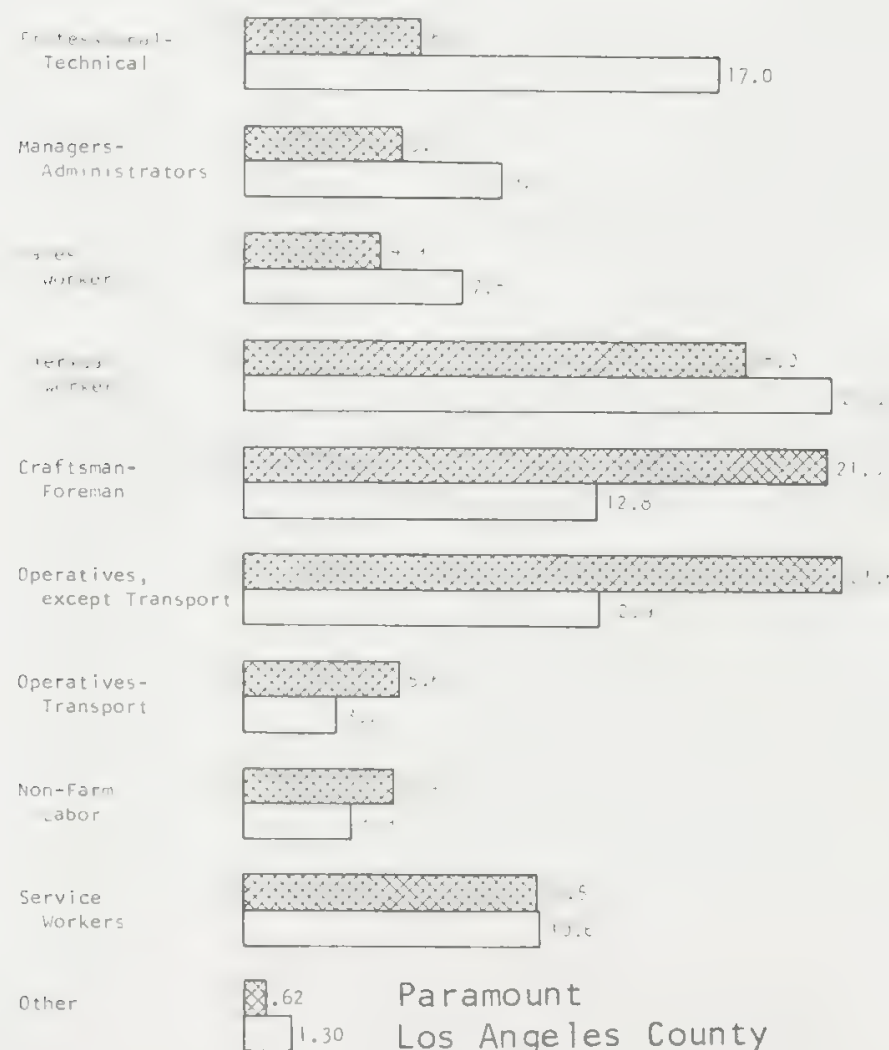


to countywide characteristics in order to help define needs for facilities and services. It sets forth the assumptions about population change and growth that shape the recommendations of other General Plan elements. Changes in important population characteristics, such as growth in Los Angeles area, family size trends, etc. on which the plan is based may have impact on the plan recommendations, and should result in reevaluation of the Plan elements. Because Paramount is a relatively small part of a major metropolitan area, many population characteristics are dependent on regional factors such as employment and major circulation system elements.

BACKGROUND

The 1970 Census provides much information about the population of Paramount, including data on age, sex, family size, housing characteristics, income, employment, work trips, mobility, minority group characteristics, and other factors. Some of these characteristics are summarized in the figures on the following pages. Figure 5 shows the age/sex distribution of Paramount residents, indicating a relatively young population when compared to the County as a whole. Figure 7 shows the distribution of this young population, indicating for each census block in the city the percentage of residents under 18 years of age.

FIGURE 6
EMPLOYMENT CHARACTERISTICS



Source: 1970 U.S. Census

Figure 6 compares jobs of Paramount residents to those of all Los Angeles County residents. At the time of the Census, Paramount's unemployment rate was somewhat above that of the County (6.7% vs 6.0% for males, 8.1% vs 6.5% for females) and educational level was somewhat lower (10.9 years median vs 12.5 years for males, 11.5 years vs 12.3 years for females).

Residency characteristics indicate that at least recently Paramount has had a high rate of transiency in population. Only 35% of residents in 1970 had lived in the same house in 1965, while 54% had lived in the same house in 1965 in the County as a whole.

Paramount's population in 1970 was 34,734 according to the U.S. Census. Since that time, the Los Angeles County Regional Planning Commission estimates that the population has fallen with demolition of additional housing units in the Century Freeway corridor. Most units in the proposed corridor have now been demolished.

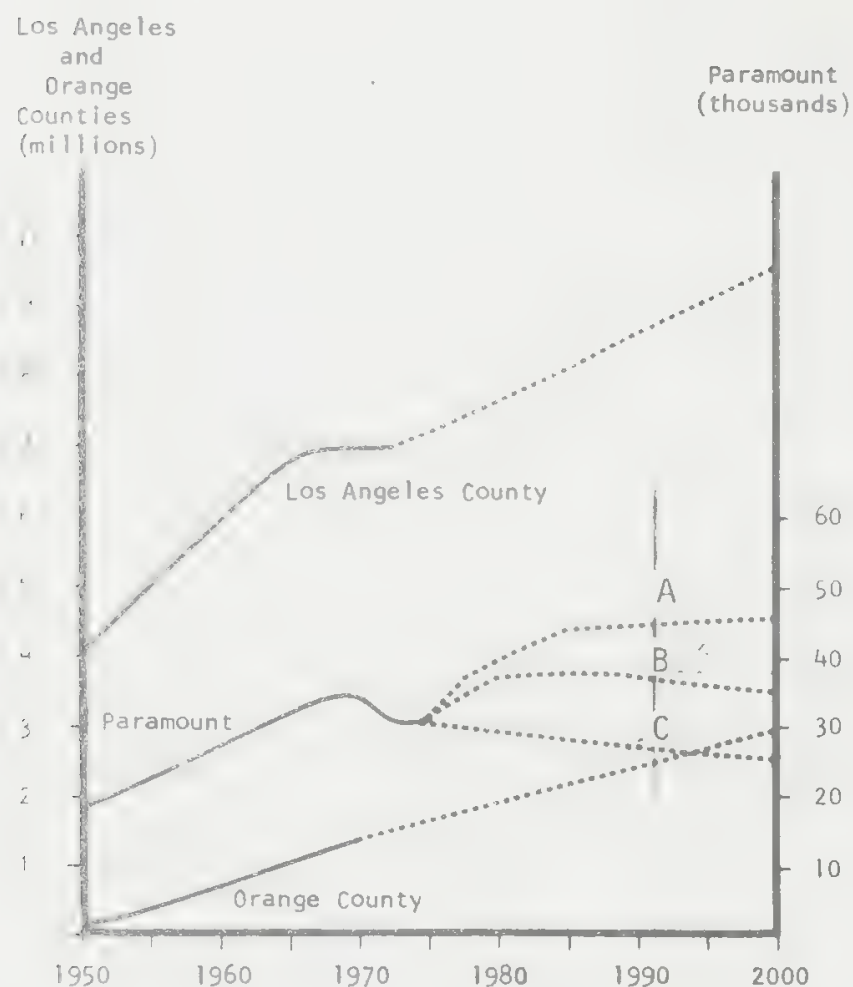


FIGURE 7
DISTRIBUTION OF POPULATION
UNDER AGE 18

Nearly all vacant or agricultural land in the Paramount area has been developed, and little increase in population from new housing development is anticipated. Redevelopment of significant numbers of existing units to higher density is also not likely in the near future.

Figure 8 summarizes population trends in Paramount, Los Angeles and Orange counties since 1950, and indicates projections through the year 2000. Three alternative

FIGURE 8
POPULATION TRENDS
& PROJECTIONS



Sources:

1. Population through 1970: U.S. Census
2. Paramount 1972 population: L.A. County Planning Department Quarterly Bulletin
3. Los Angeles and Orange County Population Estimates: State Department of Finance.

projections are indicated for the City of Paramount, based on alternative sets of assumptions about regional factors and city policy.

Alternative A, the highest estimate, is based on continuing expansion of the Los Angeles-Orange County employment base and resulting in migration of new residents. In addition, it assumes that new housing will be developed in Paramount, both on existing vacant land and through redevelopment of existing low density areas to higher densities. Factors tending to lead to this alternative would be increased emphasis on housing rather than industrial development in the City, improvement of schools to increase desirability of the City for families, continued restrictions on new development in undeveloped areas that might otherwise assume a greater portion of countywide growth, etc. Leveling of growth after 1980-1985 assumes achievement of a new "capacity" population based on higher densities combined with smaller numbers of persons living in a housing unit of a given size.

Alternative B is considered a more likely estimate and is related more closely to the land use recommendations of the General Plan. The assumptions for this estimate also include stability of the Los Angeles-Orange County employment market, but assume some redevelopment of housing for industrial uses and moderate construction of new housing on now vacant or agricultural land. Reduced population after 1985 assumes that increasing incomes will mean that fewer people will occupy a housing unit of a given size.

Alternative C assumes that industrial development will become the dominant theme of the city, and maintenance of the quality of housing may be ignored, causing abandonment and redevelopment to industry. High interest rates for housing construction, outmigration from Southern California, and transportation systems leading to rapid development of outlying areas would reinforce this trend to reduced population.

Many of the recommendations of the General Plan call for increasing the quality of Paramount as a residential city. If these recommendations are not implemented, it is likely that population will follow a trend lower than estimate B, with fewer new units developed on available sites.

PROBLEMS AND OPPORTUNITIES

Problems

1. Large number of young children (0-5 and 5-9 age groups) reflected in U.S. Census data. This population distribution requires increased per capita school expenditures and should be served by specially-designed, well-distributed parks and recreation facilities.
2. High rate of migration leads to problems of continuity in school programs, lack of community involvement and commitment, and lack of home and neighborhood upkeep.

Opportunities

1. Absence of rapid growth problems means relatively constant pattern of population distribution over time. Public facilities can be located with relatively permanent service populations in mind.
2. Continued viability of the area around Paramount as a commercial, industrial and residential center encourages constructive private action in response to problems of renewal.

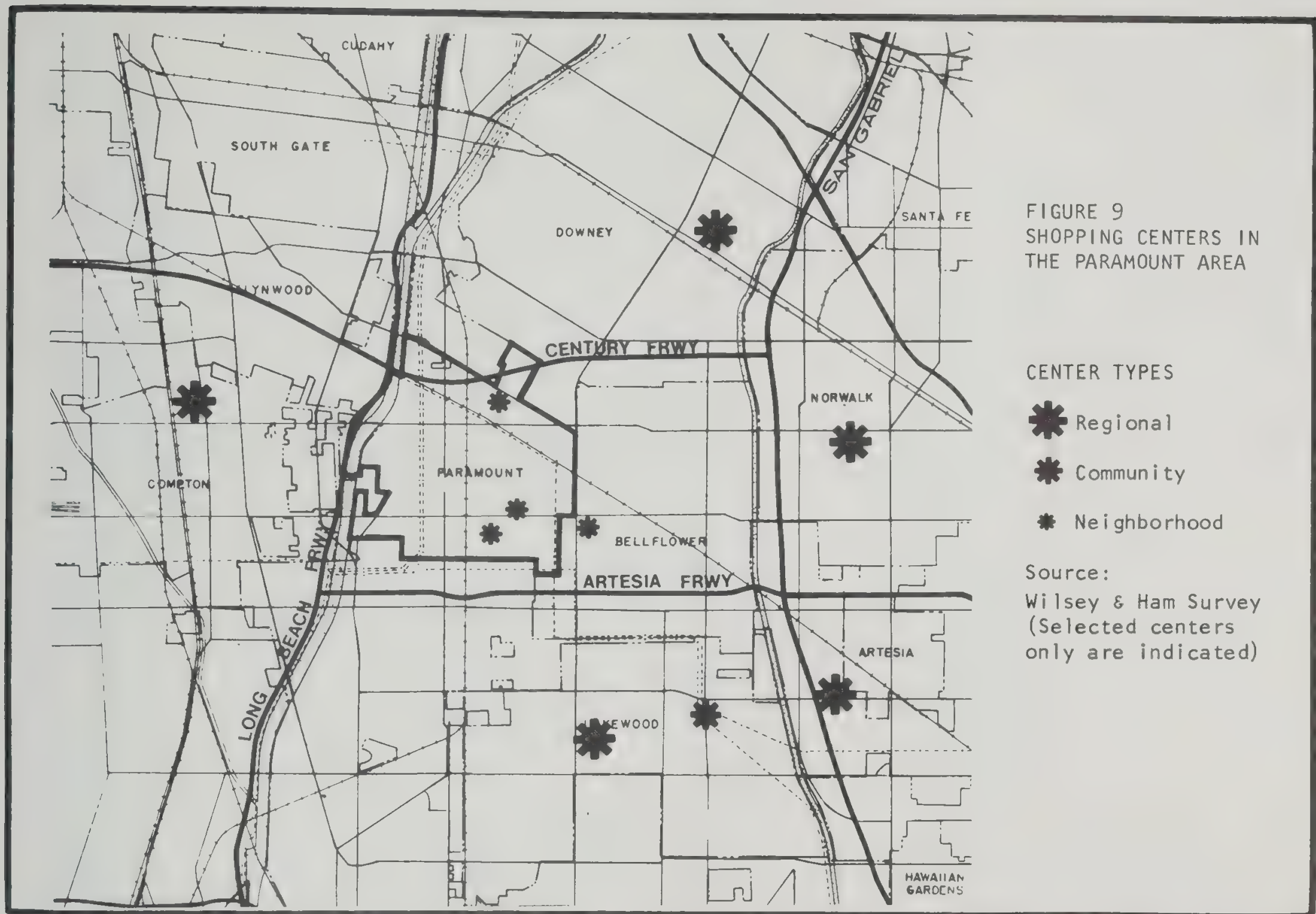
GOALS AND OBJECTIVES

1. Maintain a moderately-growing population, balanced by race and income.
2. Reduce population transience.

RECOMMENDATIONS

1. Maintain a stable to moderately-growing population, balanced by race and income, through:
 - a. Maintenance and improvement of existing low- and moderate-income neighborhoods.
 - b. Encouragement of a variety of housing types and prices in new housing developments.
2. Reduce population transience through:
 - a. Active code enforcement in areas with high rate of absentee ownership, encouraging upgrading and/or sales to occupants.

-
- b. Improvement of existing low- and moderate-income housing areas through encouragement of neighborhood improvement programs and provision of public facilities.
 - c. Improving public facilities and services most important to residential location--notably schools and law enforcement.



COMMERCIAL ELEMENT 3

The Commerce Element of the General Plan describes the nature of commercial development in Paramount and compares commercial activity in Paramount to that in surrounding cities and Los Angeles County. The costs and benefits of commercial development are discussed, and possibilities for improving commercial development in Paramount are outlined.

BACKGROUND

Commerce, in particular retail trade, is a follower of population rather than a generator of basic income.

Commercial development grows with increasing population and with increasing income of the existing population. Commercial sites require good auto access, visibility, parking, internal pedestrian circulation and shopper amenities.

An important benefit of commercial development to the city is the return of 20 percent of sales tax revenues to the city of origin. In the 1972-73 fiscal year, 26 percent of Paramount's revenues came from the general sales tax. Sales taxes are a much higher percentage of funds which need not be allocated to a specific purpose (such as gas tax funds allocated to the transportation system).

Commercial development provides property tax income to school districts without raising school costs. Commercial developments have additional costs for police and fire protection, street construction and maintenance, traffic control and street lighting. Cities may also provide free public parking, street landscaping and other services to commercial areas.

Three basic types of commercial development can be identified. These are:

1. Central Business District (CBD), where retail trade is combined with business and professional services, entertainment, etc.;
2. Strip commercial development, consisting primarily of specialty stores where a trip is commonly made for a single purpose, and the store does not gain significantly from being located near other commercial establishments.
3. Commercial centers, where a number of establishments gain from grouping together, providing a variety of services in a single location and providing parking and a variety of shopper amenities in common.

Commercial centers are commonly classified by size and service area. Considerable data is available from existing centers to identify typical center service areas and populations. Center types include:

1. Convenience Centers: the smallest centers which may include a small grocery, liquor store, drug-store, laundromat, etc., serving a population of 1000-10,000 people, commonly within $\frac{1}{4}$ to $\frac{1}{2}$ mile of the center.

2. Neighborhood Center: a larger center having as its principal tenant a supermarket or drug store (such as the Paramount center at Alondra and Downey), serving 7,500-40,000 people.
3. Community Center: major center having as its principal tenant a variety store or junior department store, serving 40,000-150,000 people.
4. Regional Center: the largest center type, including one or more full-line department stores and serving 150,000 or more people (Lakewood, Stonewood, Norwalk Square, Cerritos).

Figure 9 locates major shopping centers around Paramount. . The area around Paramount is now well-supplied with regional shopping centers, and with only moderate population growth for the area forecast, little major center-building activity can be anticipated.

Development of shopping centers must be based on careful analysis of existing development and growth of demand through population growth and increasing income. In general, in built-up areas commercial demand is accommodated by remodeling or reconstructing existing commercial structures. Dollars spent in a new center must come from customers who spend them in competing stores now. A new center must have important advantages in order to change shopping patterns.

Figure 10 shows the per capita retail sales in various categories for Paramount, surrounding cities and Los Angeles County. Paramount loses much potential sales tax income from retail sales categories of Apparel, General Merchandise, Home Furnishings, Building Materials and others to surrounding cities. This fact combined with the absence of community-scale retail centers in the Paramount area indicates a potential for increasing Paramount's sales tax income through development of a community shopping center.

PROBLEMS AND OPPORTUNITIES

Problems

1. Paramount captures far less than its "fair share" of retail sales in particular categories when compared to the County and surrounding cities. Notable deficiencies are in Apparel, General Merchandise, Home

FIGURE 10
PER CAPITA RETAIL SALES:
PARAMOUNT, NEIGHBORING CITIES,
LOS ANGELES COUNTY



¹Source: California State Board of Equalization

²Seven-city average includes Paramount, Bellflower, Cerritos, Compton, Downey, Lakewood, Lynwood.

Furnishings and Building Materials. Besides causing Paramount residents to travel long distances for these purchases, this pattern costs the city over \$200,000 per year in sales tax revenues compared to those it would receive if deficiency areas were up to the County average.

2. The Paramount area is saturated with new, high-quality regional commercial centers.
3. Satisfactory sites for a community commercial center (15-30 acres with good arterial access, good visibility and suitable surroundings) will require redevelopment of existing commercial, residential, or industrial property.
4. Lack of parking in commercial strips causes congestion and reduces commercial potential.
5. Low growth rate discourages commercial development.

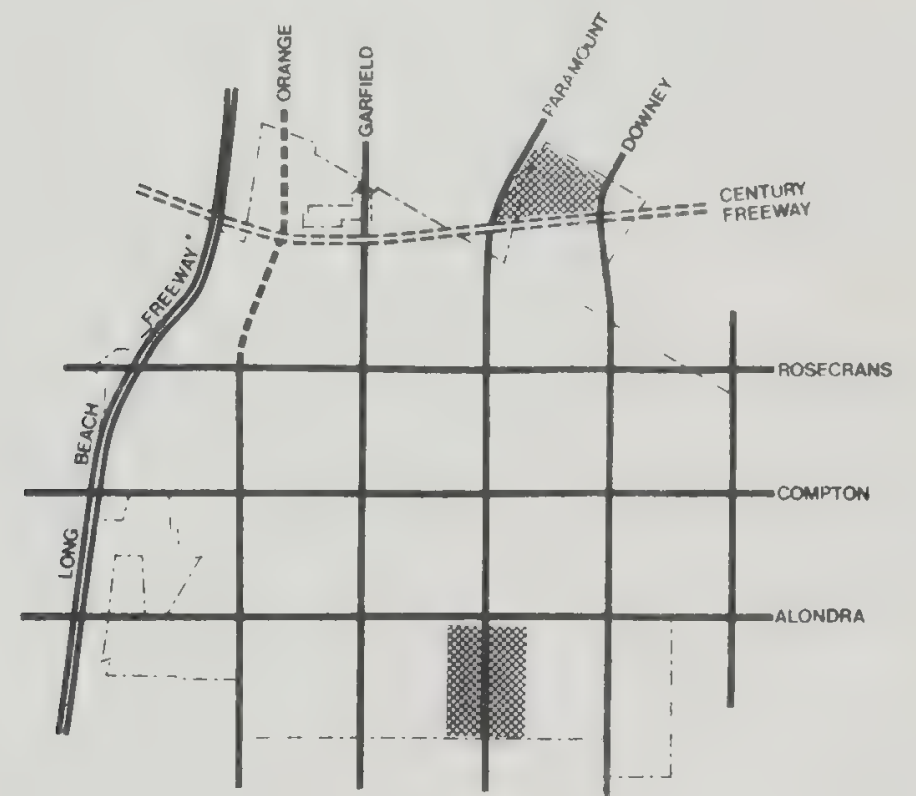
Opportunities

1. Paramount's sales "lost" to outside sources total \$15.8 million in the apparel, general merchandise, drug stores, and home furnishings categories alone. A major portion of these sales could be captured by a junior department store in a community shopping center in Paramount.
2. The existing development pattern in the Central Business District is conducive to major improvement, and the new Hospital, City Hall and Library provide a focus for such development.
3. Redevelopment is available as a tool to assist private developers in developing a commercial center and upgrading the Central Business District.
4. Completion of the Century Freeway will reduce congestion on arterials and improve access to potential commercial facilities in Paramount.

GOALS AND OBJECTIVES

1. Improve the quality of commercial services to residents of Paramount.

FIGURE 11
COMMERCIAL DEVELOPMENT
RECOMMENDATIONS



2. Increase sales tax revenues through capture of sales now lost to neighboring cities.
3. Use commercial development to improve the image of the city to residents.

RECOMMENDATIONS

1. With completion of the Century Freeway, investigate development of a Community-scale commercial center north of the freeway between Paramount and Downey. If a potential developer is identified, use redevelopment powers if appropriate to assist in assembling land and providing necessary public improvements.
2. Change parking requirements for strip commercial development to require additional parking. Encourage owners to develop parking jointly if in the same block.
3. Develop improvement programs to encourage use of commercial areas including improvement of pedestrian circulation, increased parking, and landscaping.
4. Maintain a stable or increasing population to prevent decline of commercial areas.
5. Develop a plan for improvement of the Central Business District.
6. Develop a small neighborhood shopping center at Compton and Orange to better serve the western portion of the City.

INDUSTRIAL ELEMENT 4

Industry is the generating force behind all other economic activity. When an area loses jobs in its basic industries, many more jobs are lost in activities serving these basic processes, the area cannot provide for its population, and people move to other communities with more jobs until a balance is again achieved. Industry is commonly divided into basic or primary activities and secondary activities. Basic activities are those activities that bring income from outside the community and are crucial to the survival of a region as a whole as an economic entity.

A small community within a large developed area, however, need not have its own economic base but may be specialized in residential, commercial or other uses. What uses develop depend on economic factors and city policy. The industrial core of Paramount developed along the Southern Pacific rail line for a variety of reasons, including the availability of land at prices industry was willing to pay, the availability of rail transport, the location of Paramount within the Los Angeles area, the availability of road transportation and a labor force, favorable city policy, etc.

Industry has both costs and benefits to the city which should be considered in promoting and regulating industrial development. In particular, when industry is adjacent to residential areas, the relation between the two must be carefully handled to preserve residential values. Industry's large buildings, truck traffic, noises and odors are incompatible with the activities and visual character of the residential environment.

Many factors are important in determining the viability of an area as an industrial location; including:

- Presence of existing industries which may be able to attract related industry.
- Regional and local growth potential by sector.
- Availability of land.
- Cost of land.
- Labor supply.
- Accessibility.
- Development competition.
- Availability of support facilities.

A questionnaire mailed to a number of industrial firms in Paramount during the General Plan study helped identify Paramount's potential by these characteristics. Problems for industry were identified by order of importance:

1. Property taxes

- 2. Zoning
 - 2. Inadequate space
 - 2. Inadequate parking
 - 3. Mixed land uses
 - 4. Streets.
- (equal rank)

Eight other problems were ranked as less important.

Reasons why firms located in Paramount were also identified:

- 1. Highway access
- 2. Closeness to suppliers
- 3. Land costs
- 4. Access to markets.

At the present time there are approximately 1200 acres of land in Paramount which are zoned industrial. The majority of this land is in the central portion of the community situated between the Southern California Edison line on the north, Paramount Boulevard on the east and the city limits on the south.

In a survey conducted in 1967 by the Regional Planning Commission approximately 200 acres which were zoned industrial were vacant. Important portions of this land have been developed since 1967 when the survey was conducted.

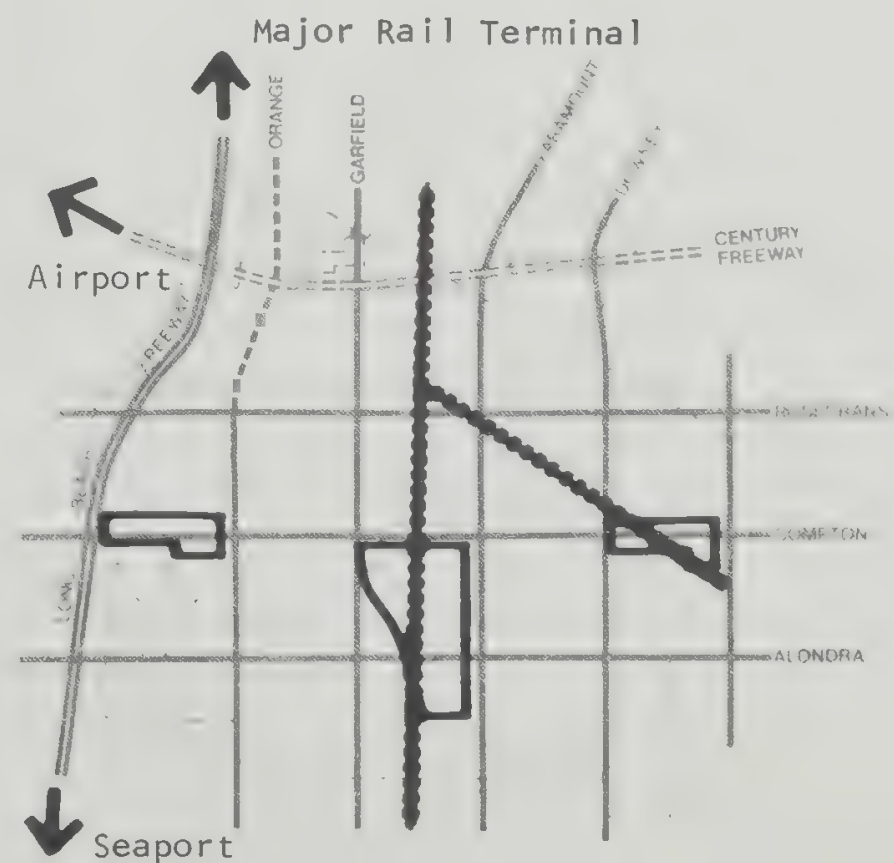
The land which is available in Paramount is in parcels ranging in size from 50' x 150' to lots up to twenty acres.

PROBLEMS AND OPPORTUNITIES

Problems

- 1. Private redevelopment of residential areas for industry leaves mixed residential/industrial areas for long periods.

FIGURE 12
INDUSTRY PROBLEMS AND
OPPORTUNITIES



-
2. Few large vacant sites, suitable for major commercial/ industrial development or industrial parks exist.
 3. Some existing industries present problems of noise, heavy traffic, smoke and dust in and around residential areas.
 4. The quality of some existing industrial development discourages good quality commercial or residential development.
 5. Some industrial areas lack adequate water and sewer service.
 6. Industrial development encourages truck traffic, which is noisy and may interfere with auto circulation.

Opportunities

1. Good quality industry is actively seeking locations such as those available in Paramount, and any land in Paramount provided with adequate services for industry is likely to be marketable.
2. State and federal regulations combined with the city's existing ordinances provide good protection of neighboring uses from many of the undesirable effects associated with industrial development.

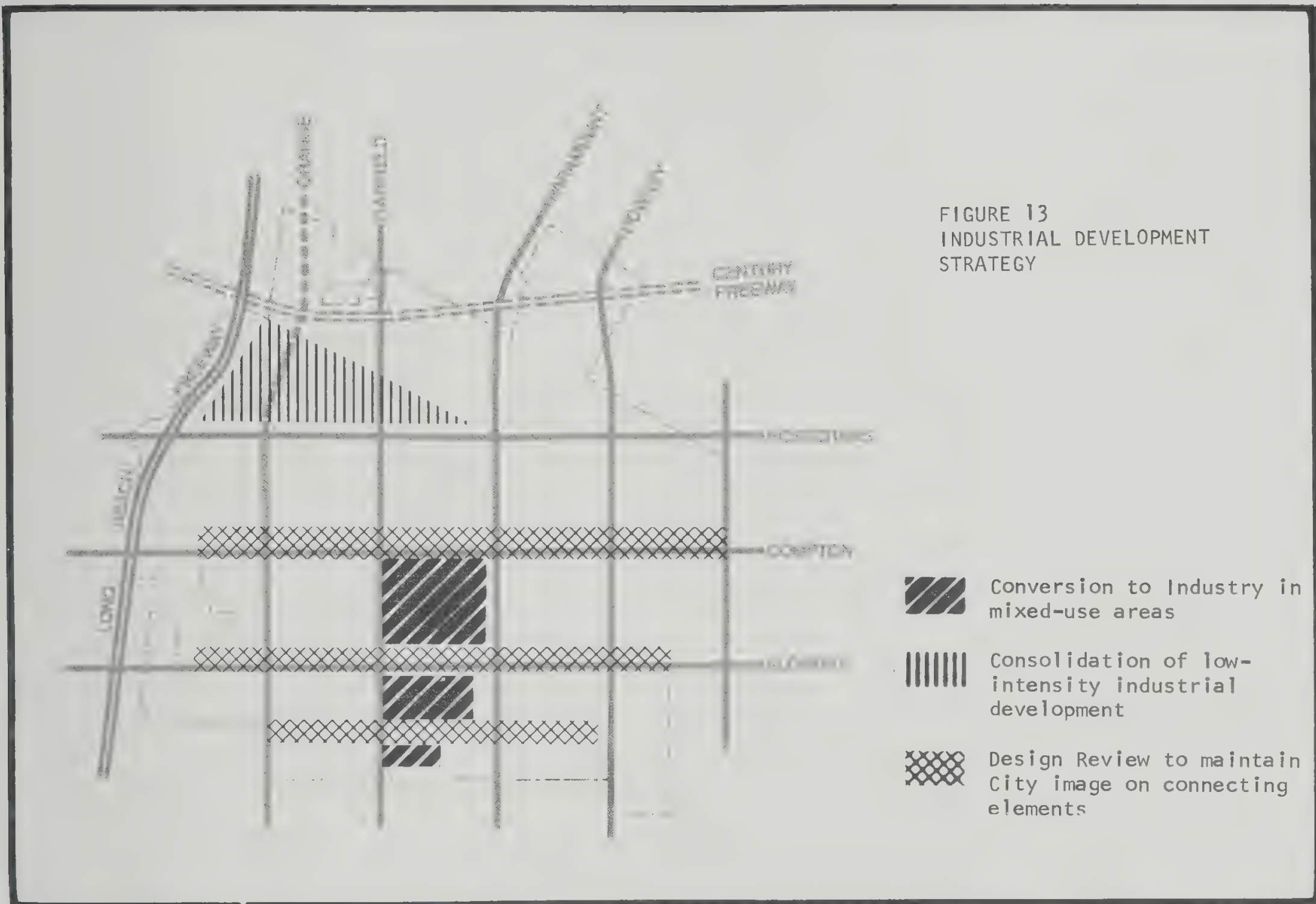
GOALS AND OBJECTIVES

Industry goals and objectives are based on CAC priorities from questionnaire response and meetings.

1. Continue encouragement of industry providing jobs for skilled workers.
2. Encourage industry related to other industries in Paramount.
3. Maintain compatibility between industry and other land uses.

RECOMMENDATIONS

1. Develop water and sewer service to industrial sites now lacking these services to encourage upgrading of industrial development.



2. Consolidate industrial development in mixed-use areas to reduce conflicts with commercial and residential development.
3. Encourage new industrial redevelopment in large contiguous areas to avoid problems of mixed uses.
4. Develop improved buffers between industrial and residential use.
5. Utilize redevelopment powers to help consolidate parcels for higher quality development in transition areas.
6. Utilize design review powers to insure compatibility between industrial and residential uses.

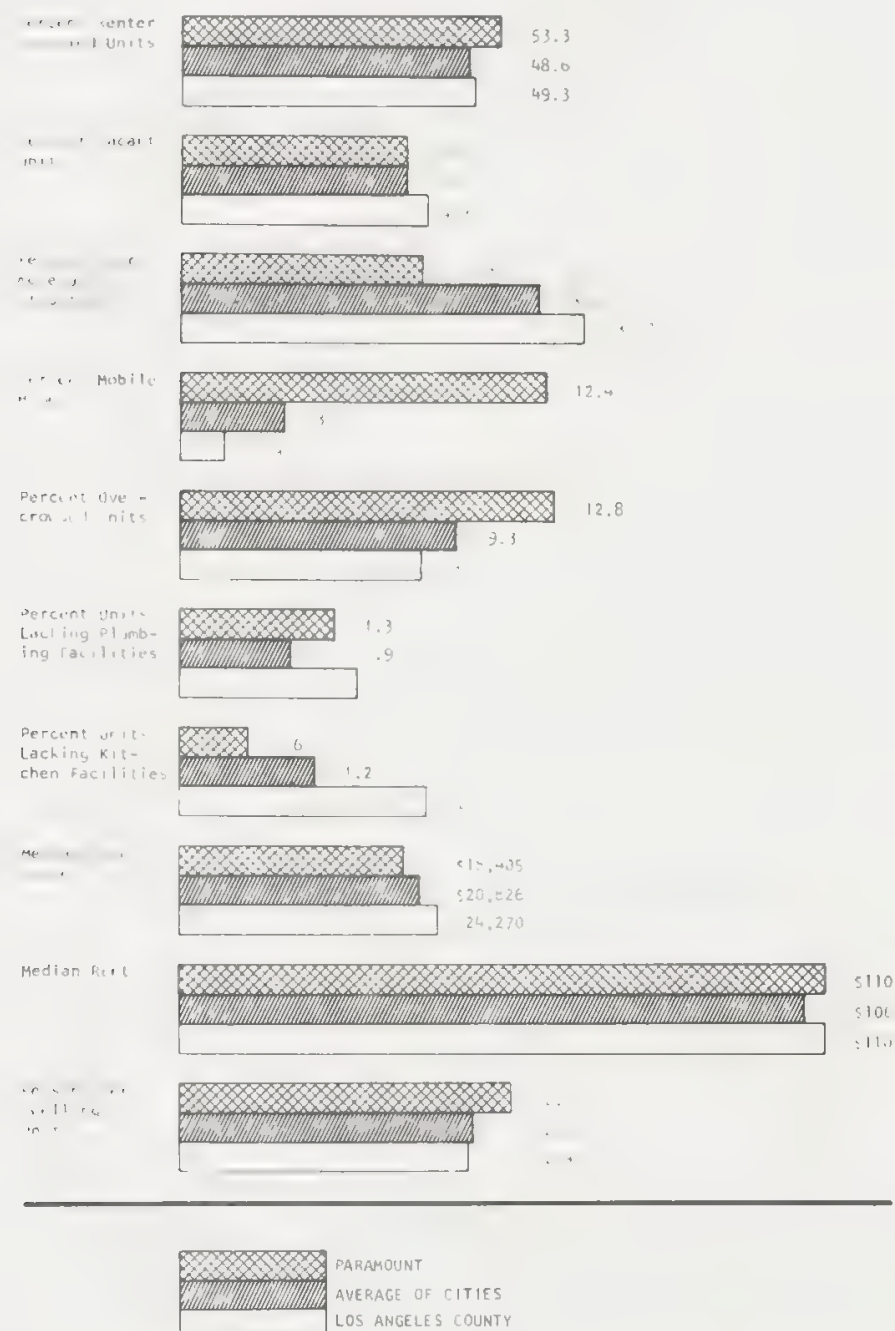
HOUSING ELEMENT 5

The Housing Element of the General Plan identifies problems in meeting housing needs and identifies opportunities for housing development. Characteristics of the existing housing stock are summarized, and a strategy for improving existing housing and encouraging quality in new housing development is outlined.

BACKGROUND

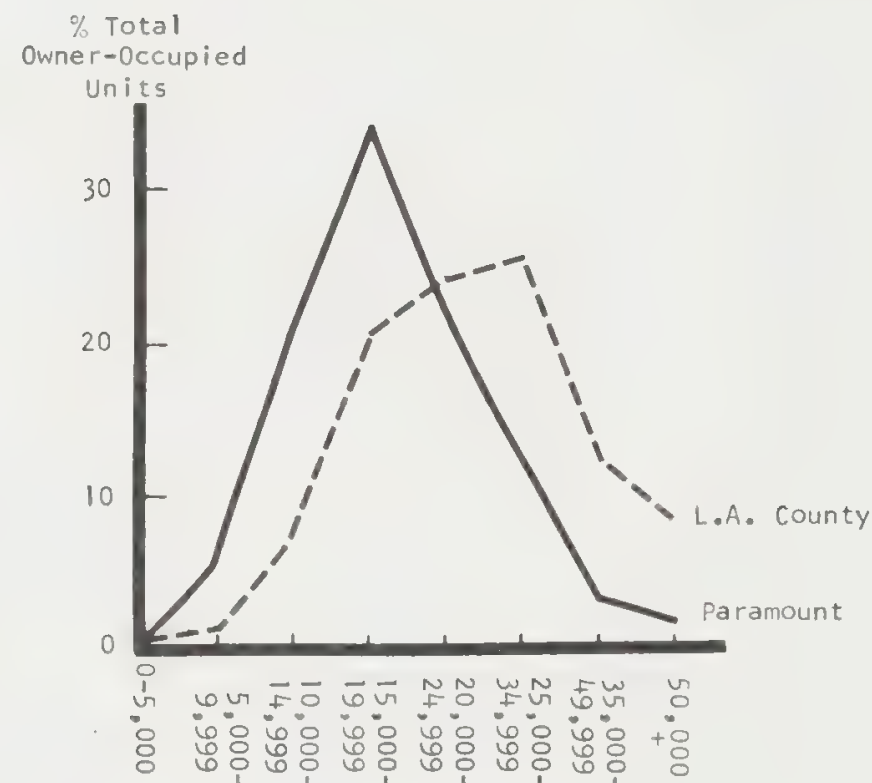
Housing data available for Paramount includes information on type, condition and occupancy of existing units from the 1970 Census, information on vacancy rates and construction

FIGURE 14
HOUSING CHARACTERISTICS



Source: SCRIS Report No. 5, 1970 Census Data, 1971

FIGURE 15
VALUE OF OWNER-
OCCUPIED UNITS



trends, housing market projections, and a survey of housing condition conducted by the Compton office of the L.A. County Health Department.

Figure 14 compares the housing stock in Paramount to that in surrounding cities and Los Angeles County based on 1970 Census data. Some notable differences are clear in the figure. Paramount has a relatively high percentage of renter-occupied units, but a low portion of units in multi-unit structures, indicating that Paramount has a large number of renter-occupied single-family homes. Paramount has one of the highest percentages of mobile homes in Los Angeles County. Median value of owner-occupied units is low, but median rent is high, reflecting the rented single-family homes.

Figures 15 and 16 show the distribution of values of owner-occupied units and rent of renter-occupied units compared to the county. Paramount has a full range of housing unit values, but concentrated at lower values than the county as a whole. Rents are concentrated at levels higher than the county average, but show few units with high rents such as those in newly-constructed apartment units.

FIGURE 16
RENT OF RENTER-
OCCUPIED UNITS

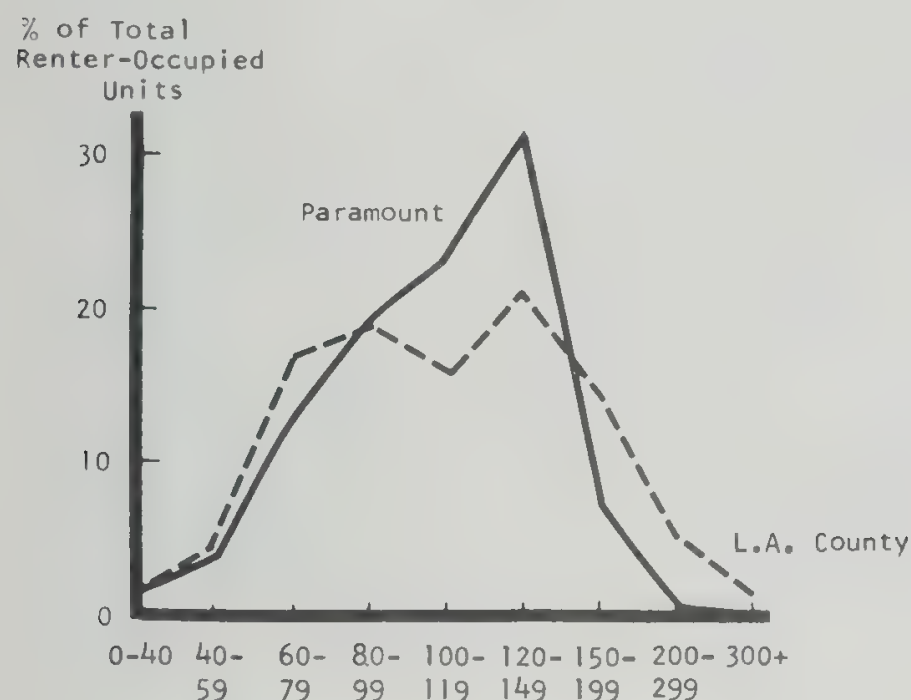


Figure 17 shows trends in residential vacancy rates, indicating the ability of the market to meet demand. Paramount's vacancy rates, though somewhat higher than the County averages, are not considered unusually high, and indicate a continued demand for housing in Paramount. Figure 18 shows construction trends through number of units issued building permits each year since 1963. The high number of multiple units reflects permits for mobile home parks. Continued construction of 25-75 new single units per year may be anticipated if sites are made available. Figure 19 shows the distribution of median rental rates throughout the City.

Since Paramount is nearly developed to its capacity, the condition of the existing housing stock is particularly important to the City. Figure 20 shows the year of construction of existing units, indicating a wide range of ages of units in most areas. This indicates a variety of sizes and modernity of facilities which should assist in preventing wholesale decline of large areas provided maintenance is good.

Figure 21 shows the results of a Wilsey & Ham "windshield survey" of housing condition performed in January 1973. Identified are units which by their exterior condition appeared to be in moderate or severe disrepair. Concentration

FIGURE 17
CONSTRUCTION TRENDS

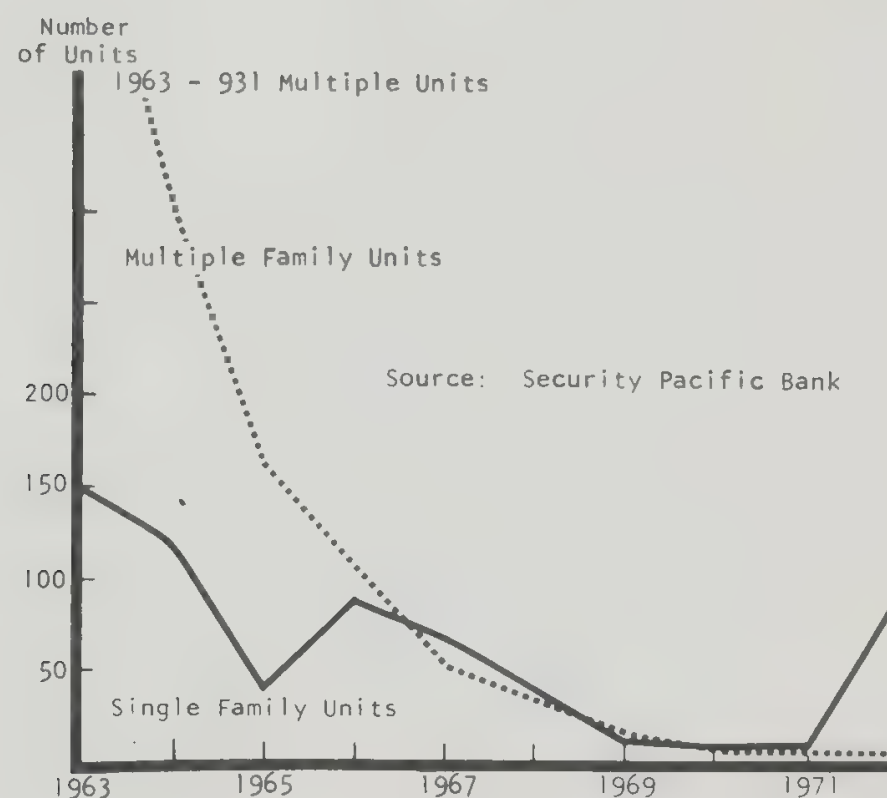
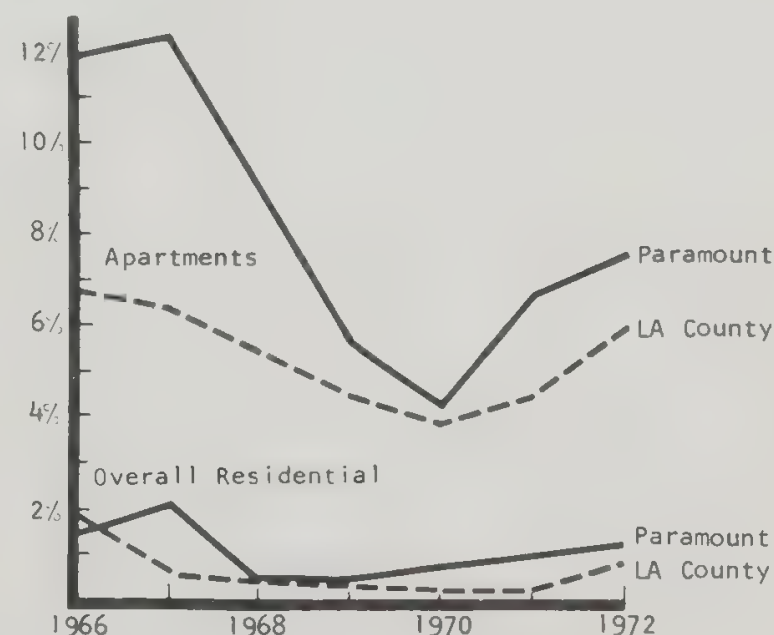
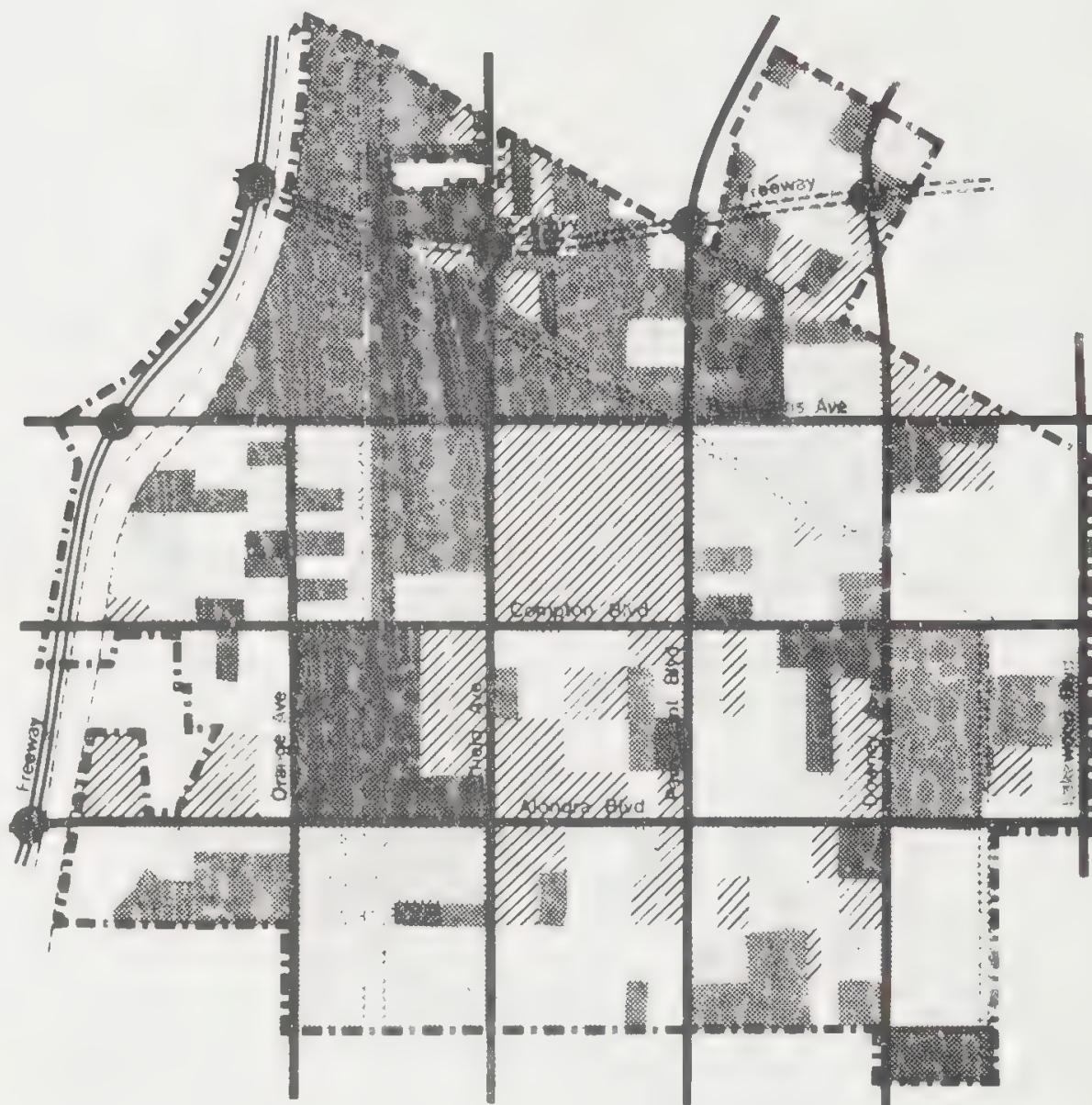
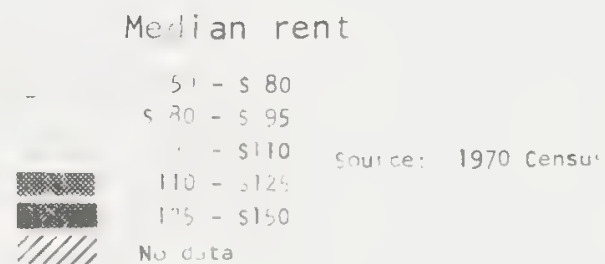


FIGURE 18
VACANCY RATES



Source:
Department of Housing
and Urban Development
Postal Vacancy Survey

FIGURE 19
DISTRIBUTION OF RENTAL RATES



of problem units is seen in areas of very small lot and mixed industrial-residential uses.

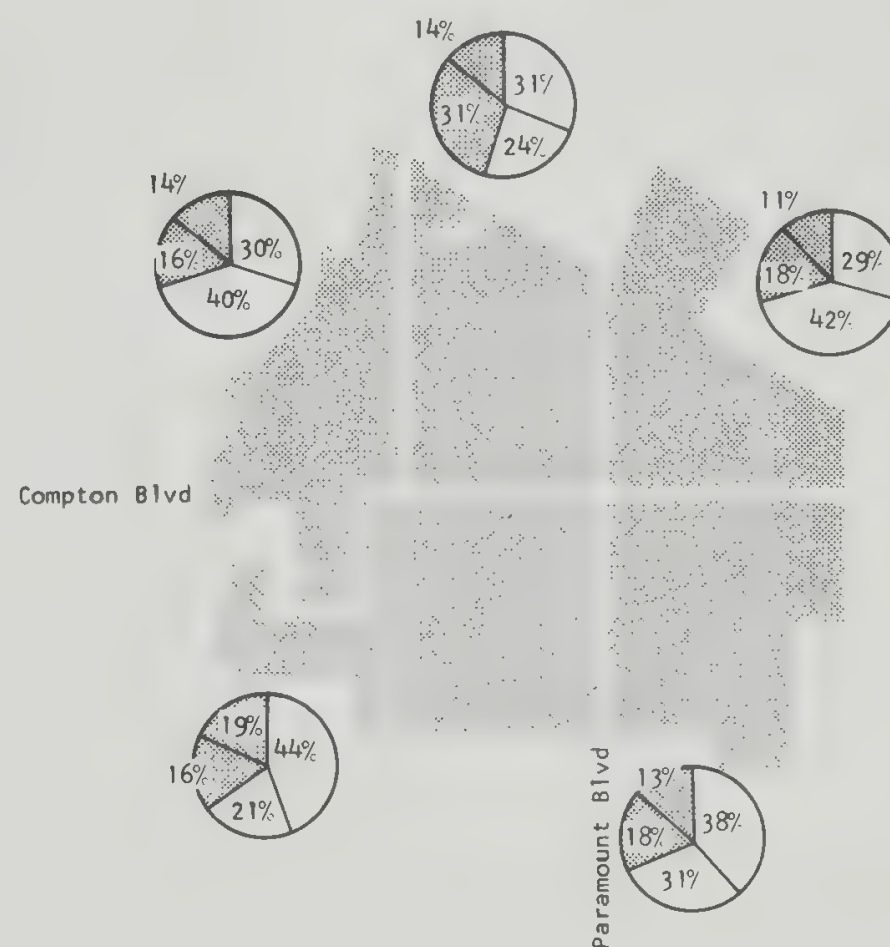
A very detailed, house-by-house survey of housing condition was recently performed by the L.A. County Health Department and provides another index of housing condition. Figure 22 summarizes the results of this survey. A major conclusion of this survey was that only moderate effort would be required to bring most units in the city up to good standards of maintenance and repair. However, such effort must be undertaken by owners or occupants, and a community-wide effort is required if the work of each individual on his own unit is to be worthwhile in upgrading the community.

PROBLEMS AND OPPORTUNITIES

Problems

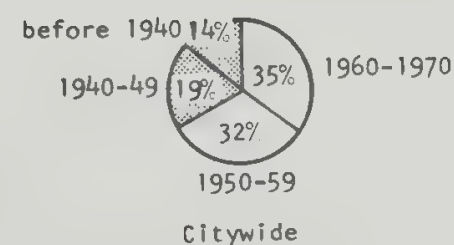
1. Existing development in some areas of the city includes small, crowded units, often two units on one lot, which may deteriorate rapidly without strong public action.
2. County Health Department and Wilsey & Ham Surveys indicate a large number of housing units with superficial deficiencies, and a significant number with more serious deficiencies.
3. Paramount lacks some of the desirable characteristics sought for in middle-income and higher residential development. Development of such housing must thus be on a large scale so such amenities may be provided within the development.
4. Deep lots provide inefficient parcels for single-family homes, and parcel-by-parcel development to higher densities creates problems of access, open space, waste disposal, parking, etc.
5. Apartment zoning of existing small parcels provides inadequate open space if apartment development occurs on many small parcels individually.

FIGURE 20 AGE OF HOUSING STOCK



Opportunities

1. A large stock of low and moderate income housing in relatively good condition exists in the city.
2. Redevelopment may be used to provide necessary public improvements in low- and moderate-income housing areas, along with redevelopment of some parcels to higher densities.
3. Though population growth is slowing in Los Angeles County, other factors such as smaller family size and rising incomes indicate a continuing demand for housing, providing impetus to renew declining areas and develop new housing.



Source: 1970 U.S. Census

FIGURE 21 DISTRIBUTION OF HOUSING DEFICIENCIES



GOALS AND OBJECTIVES

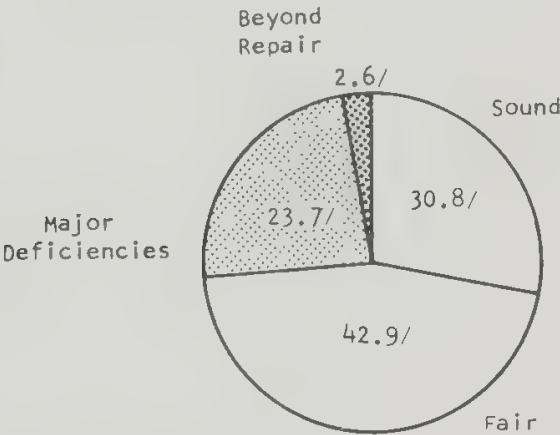
1. Maintain and improve the existing housing stock.
2. Maintain a variety of types, price ranges, and ownership options in the Paramount housing stock.
3. Encourage high standards of quality in new residential development including adequate on-site open space.
4. In mixed use areas, attempt to consolidate to either housing or industrial use.
5. Provide equal opportunity in housing choice regardless of race.

RECOMMENDATIONS

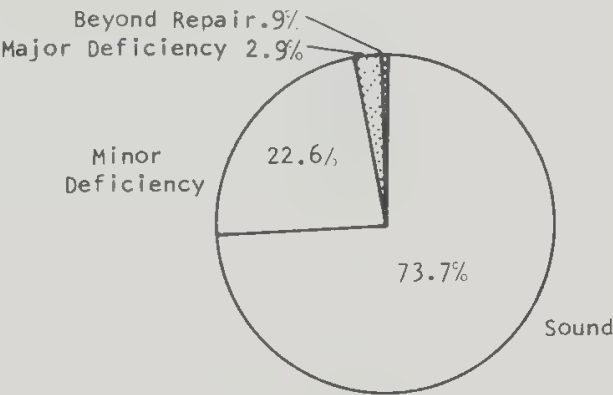
1. Revise higher density zone requirements to require more meaningful open space provisions.
2. Provide incentives to developers to encourage apartment development on large parcels only through planned development regulations.
3. Study methods of developing deep lots to prevent the type of development now prevalent in deep lot areas, with small units, poor access, and inadequate open space.
4. Encourage the Planned Development concept for housing, and use redevelopment powers in transition areas where appropriate to provide adequate parcels for high-quality development.

FIGURE 22 HOUSING CONDITION SURVEY

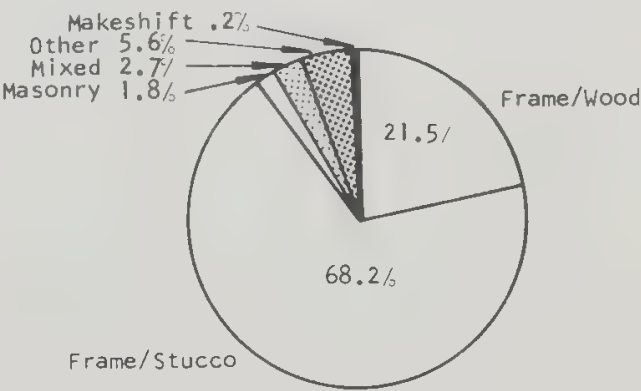
Overall Premise Rating (Housing premises only, not including buildings)



Foundation Condition (All structures)

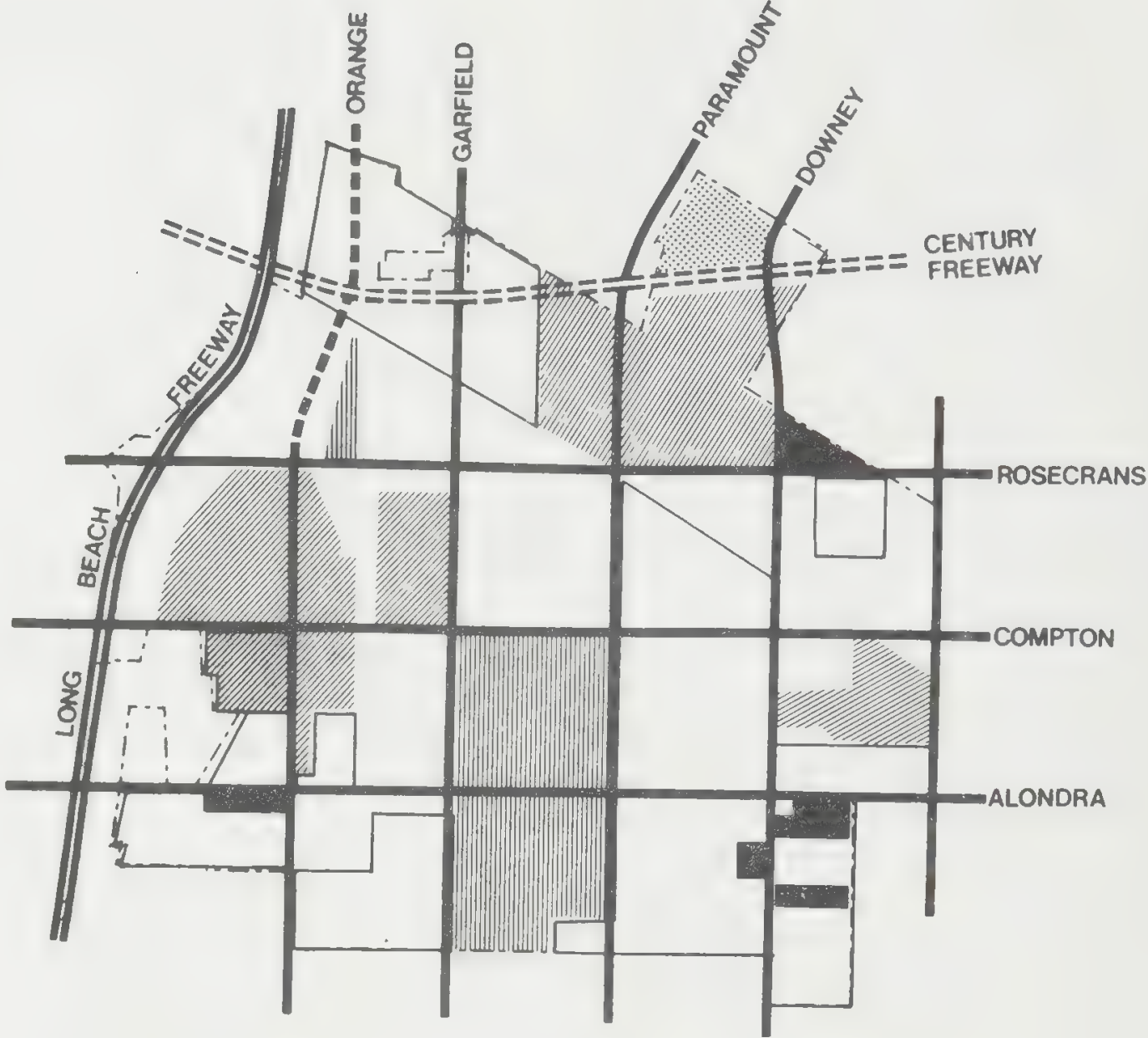





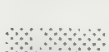
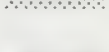
Construction Type (All structures)



Source: Compton Office, L.A. County Health Department

FIGURE 23 HOUSING STRATEGIES



-  Conservation
-  Long-term redevelopment to commercial or industrial use
-  Code enforcement, provision of additional open space, improved circulation, parking
-  Possible commercial center in conjunction with Century Freeway construction
-  New Housing on Planned Development Basis

PUBLIC FACILITIES ELEMENT 6

The Public Facilities Element examines needs for public facilities in Paramount, identifies the existing status of these facilities, and proposes ways in which the nature and distribution of facilities can be better related to needs. Facilities and services considered include schools, police and fire services, parks and recreation, libraries, health service, and public safety.

BACKGROUND

Public facilities and services in Paramount come under a number of different jurisdictions including City, Los

Angeles County and a variety of special districts. Planning for these facilities has thus not always been well inter-related, and potential exists for improving location and distribution of facilities to better serve the community.

Schools

The Paramount School District, unified in 1953, encompasses approximately seven square miles with almost all of the City of Paramount included within the District's boundaries. Figure 25 shows the relationship between the School District's boundaries and the City's boundaries. Portions of four other cities--Bellflower, Lakewood, Long Beach, and South Gate--are also included within the boundaries of the District.

The Paramount Unified School District operates eight elementary schools, two high schools (one of which is a continuation school), and two intermediate schools (similar to junior high schools) with a current total enrollment of 9237 as of February 23, 1973.

This enrollment represents a decline from a high of 10800 in 1969, and enrollment is projected to continue to decline until 1976 with a low of approximately 9000 students. Continued low birth rates and smaller families should maintain this lower level of enrollment even with moderate increases in population, though the school district now anticipates a gradual increase from 1976 to 1981 with a 1981 enrollment of 10800.

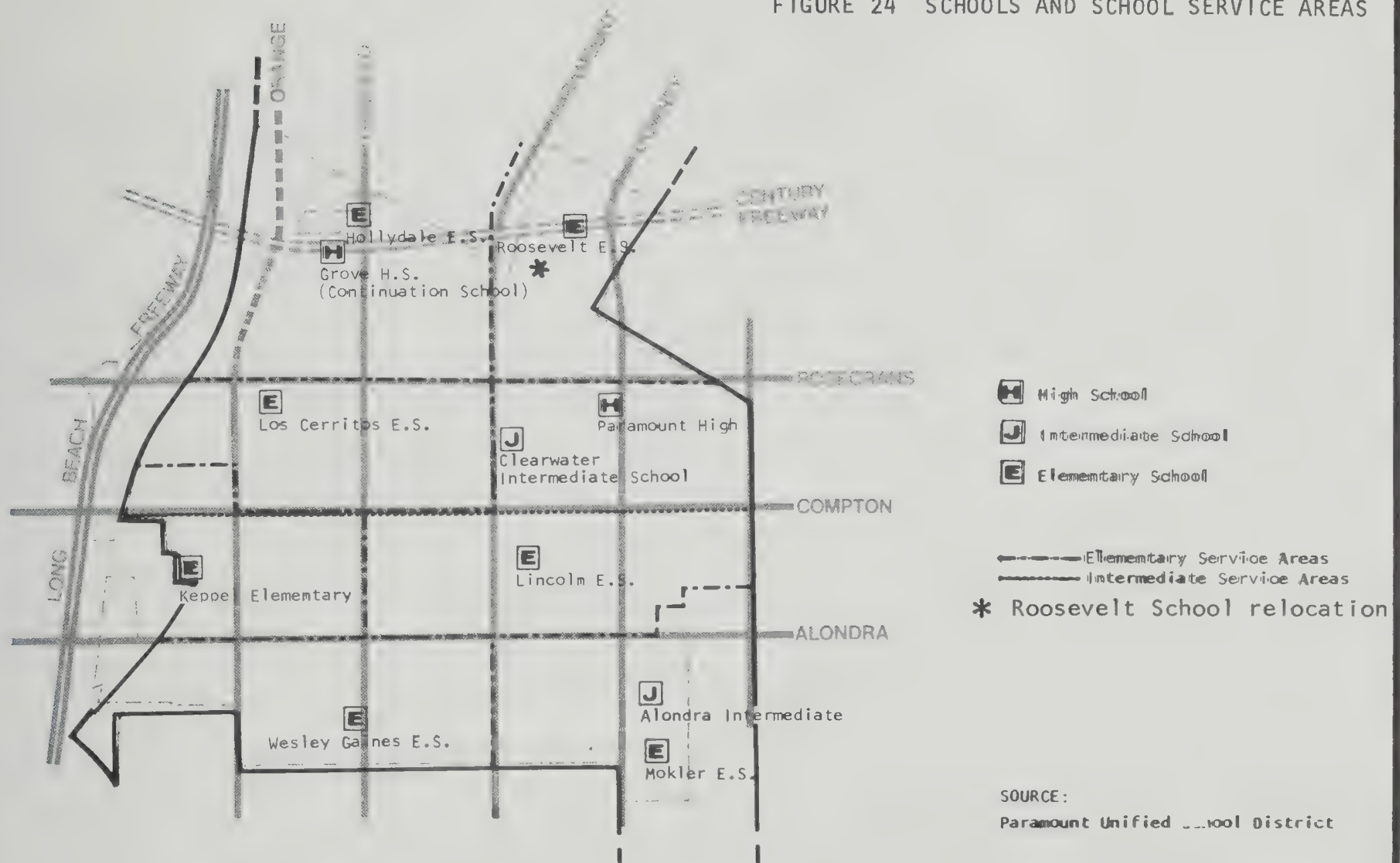
Construction of the proposed Century Freeway will have direct impact on Grove High School, Hollydale Elementary School and Roosevelt Elementary School. The School District and the State Division of Highways are currently considering possible relocation of Roosevelt Elementary and construction of a new school as a replacement for Hollydale Elementary and Grove High School. The location of the proposed Roosevelt relocation is identified in the school facilities map, Figure 25.

PROBLEMS AND OPPORTUNITIES

Problems

1. Population transience makes maintenance of quality education sequence for children difficult.

FIGURE 24 SCHOOLS AND SCHOOL SERVICE AREAS



2. Defeat of school bonds reduces district flexibility in dealing with problems, including development of job-oriented programs.
3. Century Freeway construction will affect three schools, requiring relocation of facilities, noise abatement measures, etc.

Opportunities

1. Relocation of schools required by freeway construction may allow updating of facilities.
2. Implementation of housing recommendations may reduce transiency rate.

-
3. Drop in enrollments may allow abandonment of outdated facilities and better utilization of existing facilities.
 4. Schools are likely to become less dependent on local bond issues with increasing state support in the near future.

GOALS AND OBJECTIVES

1. Provide quality education for Paramount students, oriented to their career needs.
2. Maintain cooperation between the City and the Paramount Unified School District to best meet the needs of both.

RECOMMENDATIONS

1. Develop a plan and set of priorities for joint use of school buildings and playgrounds for recreation on a non-interfering basis. Priority should be given to areas with existing recreation deficiencies.

Fire Service

The City of Paramount is served by the Los Angeles County Consolidated Fire Protection District. The District provides fire protection service to 35 incorporated cities and all unincorporated areas of Los Angeles County.

Approximately five years ago the County Fire Department constructed fire station number 31 in the City of Paramount near the corner of Garfield Avenue and Compton Boulevard. Manpower and equipment at the fire station includes six men plus one 1250-gallon pumper and one rescue squad. However, the full services of the fire department are available if needed. For instance, if a house fire occurs in the City, the fire department dispatches three engine companies, one rescue squad, one battalion chief, and twelve men.

The Insurance Service Office has established a system of fire ratings considering manpower, training, equipment, facilities, water volume and pressure, the city's existing physical development, and other factors. The Insurance Service office has given the Los Angeles County Fire Department an overall rating of Class 2 and the City of Paramount has been given an overall fire defense grade rating of Class 5. Residential areas have been assigned a Class 4 rating and nearly all other areas have been assigned a Class 5 rating.¹



FIGURE 25 FIRE PROBLEM AREAS

PROBLEMS AND OPPORTUNITIES

Problems

1. Some areas, identified in the Public Facilities Background Paper, have inadequate water supply for fire protection.
2. The existing system of nine water companies makes cooperation in solving water supply problems difficult.

Opportunities

1. By contracting for fire protection services, the city achieves maximum flexibility at minimum cost.

GOALS AND OBJECTIVES

1. Provide fire protection at the level where costs paid by citizens equal benefits received.
2. Give priority to providing adequate fire protection in areas now unserved.

¹ Ratings are on a 1 to 10 scale, with 1 the best rating.

RECOMMENDATIONS

Follow the City's present policy of cooperation with the Fire Department in maintaining fire protection.

Police Service

The City of Paramount contracts with the Los Angeles County Sheriff's Department for police services. The primary facility serving Paramount is the Lakewood Sheriff's Station. The Lakewood Station serves the six Cities of Paramount, Artesia, Bellflower, Lakewood, Cerritos, and Hawaiian Gardens plus a small unincorporated area. A total of 206 sworn personnel and 34 backup staff serve the needs of the six cities. The number of police patrol cars differs for each city depending on time of day and city size. In an emergency, however, additional resources are available as needed.

The Sheriff's Department maintains an office at the Paramount City Hall for a Community Relations Sergeant. The function of the Community Relations Officer is to act as the Sheriff's Department representative to the citizens

of Paramount. His duties include giving talks at the local schools and answering questions from citizens over the phone relative to the police protection and service.

PROBLEMS AND OPPORTUNITIES

Problems

1. Two crime problem areas have been identified by the Los Angeles County Sheriff's Department. Residents of these areas indicated dissatisfaction with the level of police service.
2. Population transiency increases susceptibility of residents to theft.

Opportunities

1. Contracting for police services allows flexibility with little capital expenditure for facilities and equipment.

GOALS AND OBJECTIVES

1. Provide an atmosphere of security and safety for residents of Paramount.
2. Maintain good relations between all citizens and police.

RECOMMENDATIONS

1. Investigate improved lighting in police problem areas.
2. Encourage "neighborhood watch" programs in conjunction with neighborhood improvement associations to encourage cooperation between citizens and police problem areas.
3. Cooperate with police and probation departments in rehabilitation of Paramount residents involved in crimes through employment assistance, counseling, etc.
4. Involve youth groups in neighborhood improvement programs and city government to provide leisure-time activities and encourage a sense of involvement in the neighborhood and community.

Parks and Recreation

Paramount's existing park facilities are limited and are not well distributed to serve the present population. The City has taken steps to develop parks since incorporation, when Paramount Park was the only park in the City area. HUD funding has been approved for two additional park sites on the presently unserved western end of the City, and these parks should considerably improve service.

A park standard of 4 acres per 1000 population has been established by the National Recreation Association, but standards are general and cannot be applied to Paramount without additional interpretation. Paramount now has only .55 acres of developed parks per 1000 people. Recreation needs depend on income of residents, open space available on private parcels, regional recreation resources, etc. Table I summarizes facilities available at existing parks.

Paramount has a large youth population, and areas of high density with large populations of young children have been identified as particular recreation problem areas. Figure 27 identifies Paramount's existing parks and shows service areas defined by a 1/2 mile (10 minute walking distance) radius. Large areas in the North and West of the City remain unserved by this standard.

PROBLEMS AND OPPORTUNITIES

Problems

1. Overall quantity of local recreation areas is greatly deficient by national standards.
2. Distribution of recreation areas leaves many areas in need of parks unserved.
3. Vacant parcels in areas appropriate for park development are not available.
4. Higher density development will increase the need for public recreation areas.
5. Major regional recreation facilities (Whittier Narrows, Griffith Park) are some distance from Paramount and are not likely to be utilized by many residents.

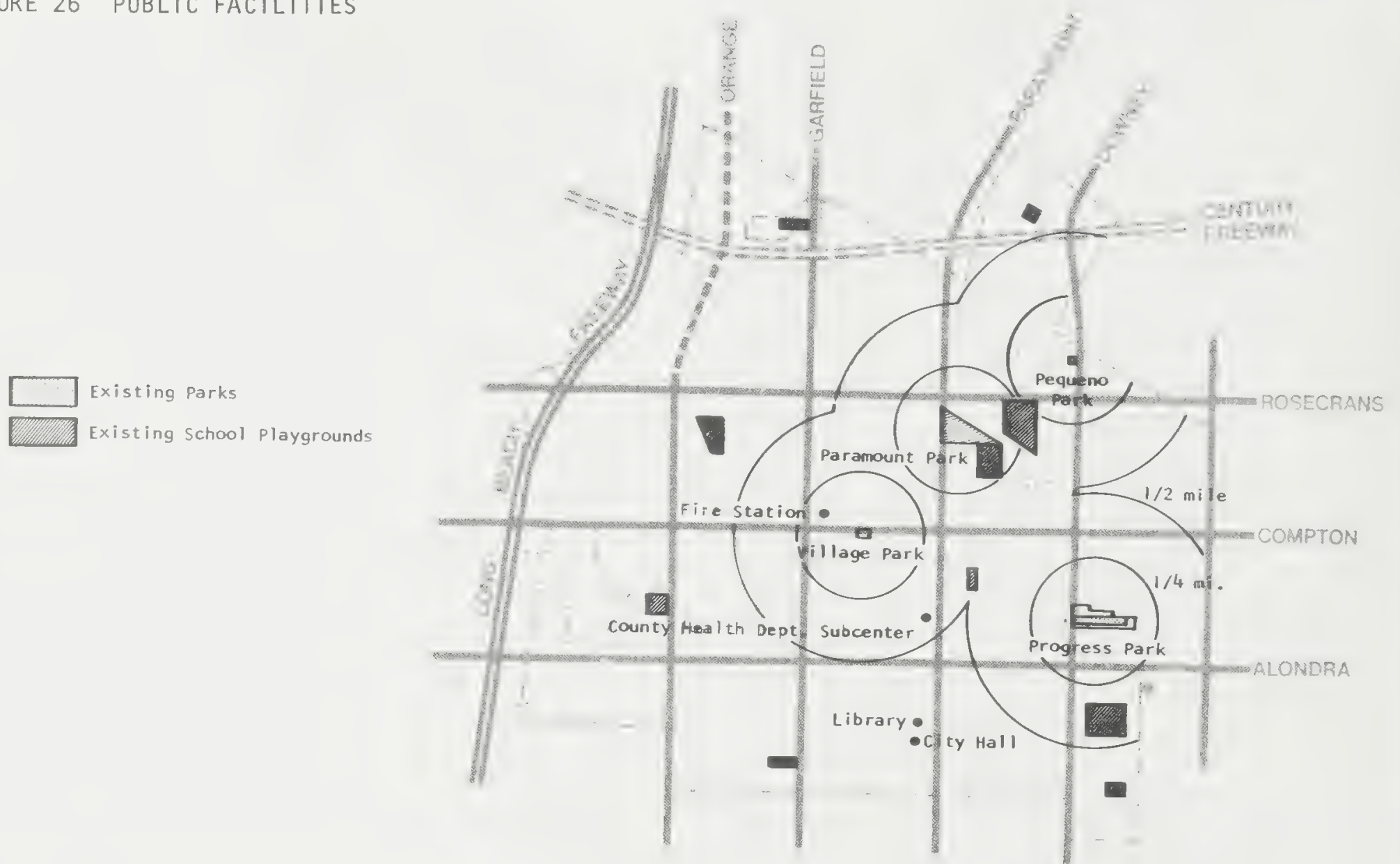
TABLE 1 EXISTING PARK FACILITIES

Park	Park Area	Facilities	Adjacent School Recreation Area	Total Acres
Progress Park	8 acres	Play apparatus Outdoor basketball 2 baseball fields Small teen center Restrooms Recreation building Tiny tot pre-school	None	8
Paramount Park	9+ acres	Administrative offices and community center Large gymnasium & pool complex Toy loan facility Play apparatus Tot lot Picnic area Restrooms	Clearwater Intermediate School - 9.6 acres	17
Village Park	1.5 acres	Picnic area Basketball court Dance area Covered seating area Restrooms	None	1.5
Pequeno Park	1/8 acre	Play apparatus	None	1/8 acre
Total	18.675 acres		9.6 acres	28.27

Source: Paramount Parks and Recreation Department

- Recent court decisions make long-range planning for public facilities identifying specific sites difficult.

FIGURE 26 PUBLIC FACILITIES



Opportunities

1. Schools are well distributed in residential areas and if agreements can be made with school officials for joint use, much of the recreation need may be met with school facilities.
2. Power and flood control rights-of-way may provide recreation resources with appropriate agreements with agencies having jurisdiction.
3. Private commercial recreation facilities, such as the skating rink, provide excellent recreation resources.

GOALS AND OBJECTIVES

1. Provide a well-distributed system of parks serving the needs of all the City's residents.
2. Maintain a recreation program meeting the needs of the many population groups in Paramount.
3. Cooperate with developers in promoting private recreation facilities.

RECOMMENDATIONS

1. Develop a distributed system of neighborhood parks, giving priority to those areas now unserved by parks. No major residential area should be more than $\frac{1}{2}$ mile (a 10-minute walk) from such a facility.
2. Develop a program of cooperation with schools for mutual use of recreation areas on a non-interfering basis.
3. Develop a system of linear parks/trails connecting Paramount parks and the Los Angeles County/trail system.
4. Provide for park development in any major public or private residential redevelopment project.
5. In areas with high preschool and elementary populations and little on-site open space, develop "tot lots" for recreation close to homes.

Libraries

Paramount's library program is part of the Los Angeles County library system. The County system operates on a regional concept with eight regional libraries functioning as reference and backup libraries for over 100 smaller branch libraries. Membership in the County library system allows the member to use any of the libraries in the County system as well as the Los Angeles City Library. Membership

in the County system gives the member access to 3.6 million catalog items.

The Paramount Library is part of Region 5 of the County system. The Los Cerritos Regional Library is located at 12350 Imperial Highway in Norwalk and is the main library for Region 5.

TABLE 2
PARAMOUNT LIBRARY - BASIC DATA

<u>Sq.Ft.</u>	<u>Book Stock 12/72</u>	<u>Circulation 71-72</u>	<u>Period-ical Subscriptions 1973</u>	<u>Period-ical Circulation 71-72</u>	<u>Hours of Operation Per Week</u>
9,750	33,843	126,037	118	10,981	41

	<u>Adult</u>	<u>Juvenile</u>
Registration	2/3	1/3
Book Stock	2/3	1/3
Annual Circulation	2/3	1/3

Source: Los Angeles County Library System

The library was considered to be inadequately located by 50 percent of the members of the General Plan Advisory Committee. Also, the head librarian at the Paramount Library felt that the present location of the library was inadequate since the library was not close enough to residential neighborhoods and schools.

PROBLEMS AND OPPORTUNITIES

Problems

1. The existing Paramount library is not centrally located to serve residential areas in Paramount.

Opportunities

1. The present library is well located to become part of a multi-purpose center around the existing City Hall, Hospital and Central Business District.

-
2. A number of opportunities exist to develop a smaller library in conjunction with park development or school relocation.

GOALS AND OBJECTIVES

1. Provide library services staffed, stocked and located to best serve the needs of the residents of Paramount.

RECOMMENDATIONS

1. Work with the County library system to provide a small secondary library in the northern residential section of the city, preferably in conjunction with other recreational, educational or civic facilities.

Health

Health facilities in Paramount include a 150-bed private hospital located near City Hall, a convalescent center, and a County Health Department Subcenter.

Medical professionals practicing within the City include 25 doctors and 3 dentists. Two doctors provide emergency medical services at the hospital. Approximately 65 doctors are active on the staff of Paramount General Hospital. Paramount General employs 300 full time people and intends to expand its facilities to meet future demand.

Professional medical offices presently exist adjacent to Paramount General and a program to construct additional space for medical offices near the hospital is presently in the planning stages.

Paramount is within the Compton health district. The Compton Health Center was the major facility serving Paramount until October 1972 when a small subcenter was located in Paramount. The data of Table 6-3 indicates that the demand for services provided by the health subcenter facility has increased from 205 patients in November 1972 to 473 patients in February 1973 or an increase of 131%.

Presently the small subcenter facility is inadequate to handle the increasing patient load. There is, however, a proposal to move the subcenter to a larger facility within the City of Paramount in the near future.

According to Dr. Fritz of the Paramount Health Subcenter, Service demand is split 60% Mexican American and 40% Anglo patients; all patients, according to Dr. Fritz have low incomes.

The Paramount Health Subcenter currently provides the following five services:

1. Family ambulatory care
2. Pre-natal clinic
3. Family planning
4. Child health clinic (well baby clinic up to 2 months old)
5. Environmental health.

Two additional services, a pediatric clinic and dental clinic, are also proposed for the near future.

Staffing at the Paramount Health Subcenter includes:

- 2 doctors
- 2 clinic nurses
- 1 nutritionist ($\frac{1}{2}$ time only)
- 1 social services worker
- 1 community worker
- 2 sanitarians (environmental health)
- 1 business office clerk.

With the opening of a larger facility it is anticipated that staffing will be increased to meet the present and future demand for health services in Paramount

PROBLEMS AND OPPORTUNITIES

Problems

1. The County health substation now has inadequate temporary facilities in Paramount.
2. Expense of adequate private health care would be a major financial burden for most families in Paramount.

Opportunities

1. The new hospital in Paramount is located to provide convenient emergency and major medical facilities for residents.

-
2. An opportunity exists to provide a permanent County health substation well located to serve residents.
 3. The County Health Department provides a broad scope of services which can be taken advantage of by residents with appropriately located facilities. Delivery of services through cooperation with schools is excellent.

GOALS AND OBJECTIVES

1. Improve the general level of health for all members of the community regardless of ability to pay for private health care.
2. Coordinate other elements of the general plan including housing, conservation and open space and others to help meet physical and mental health objectives.

RECOMMENDATIONS

1. Locate a County Health Department Substation in the city in a location with good access for all residents.
2. Expand the role of community health in the planning process. This is likely to require expansion of the perceived role and capabilities of the County Health Department to include:
 - a. Implications of density and other development characteristics on physical and mental health.
 - b. Desired additional functions of the County Health Department.
 - c. Ways in which the County Health Department can assist the city in solving problems of housing, education, environmental quality, etc.

.55

PUBLIC SAFETY

The Public Safety Element of the General Plan deals primarily with response to disasters. Each city in California is required to maintain a disaster plan. The Sheriff's Department in Los Angeles County has been given the authority for the development of disaster plans for the County and coordinates plans for each city.

Three agencies are involved in carrying out the disaster plan for the City. These are the Sheriff, the County Fire Department, and the City government. Each has established a plan of operations. Emergency communication facilities have been set up so that in case of emergency, each agency is aware of the activities of all other agencies.

PROBLEMS AND OPPORTUNITIES

Problems

1. The City of Paramount, surrounded by a large urbanized area, is not in a position to make its own decisions regarding major disaster plans, including regional evacuation, water supply, etc.
2. Contracting for city services means the City staff available to assist in emergency response is relatively small.

Opportunities

1. Good network of arterial streets provides alternative evacuation routes.

GOALS AND OBJECTIVES

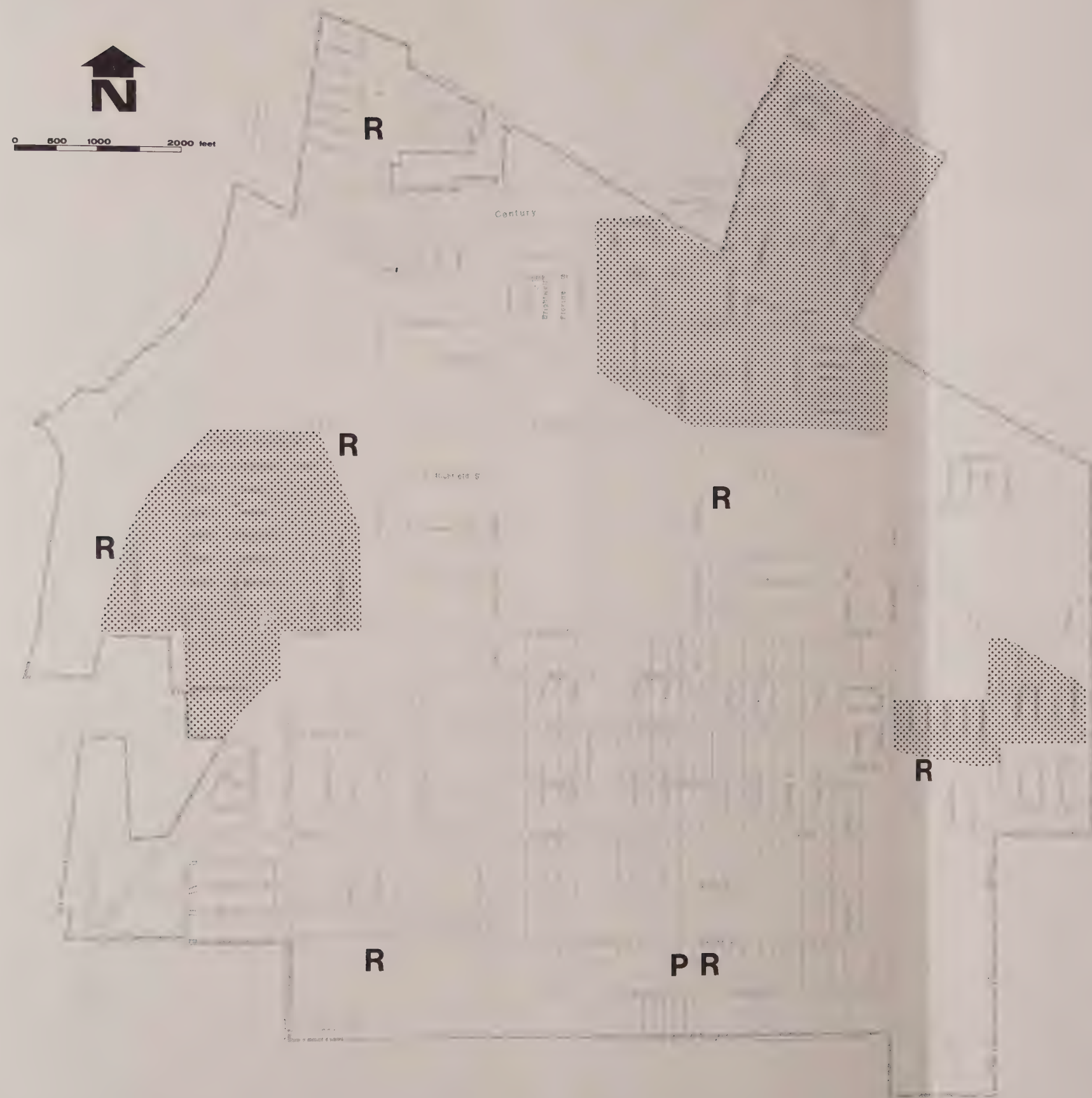
Minimize damage to life and property in the City of Paramount in the event of a major disaster through:

1. Measures which can be taken before the disaster to minimize its effect.
2. Planning of measures to be taken during and immediately after the disaster to minimize panic, disorder, loss of life and property damage; and to return to normal as quickly as possible.

RECOMMENDATIONS

The recommendations for the Safety Element form the recommendations of the Seismic Safety Element with the addition of specific earthquake planning measures.

1. Maintain program of improvements on major arterials to provide mobility.




- R** Parks/Recreation Areas
- P** Public Facilities Centers
-  "Total" need areas

FIGURE 27 PUBLIC FACILITIES RECOMMENDATIONS

-
2. Insure safety standards including fire safety standards, earthquake standards, etc. are followed in new development.
 3. Identify existing areas not meeting fire or earthquake standards and develop a program for improvement.

Measures to improve disaster response:

1. Identify areas of high risk (high densities, older structures, fire hazards) for priority response.
2. Identify alternative emergency systems in the local area (potable water, water for fire protection, water delivery systems, communication, security, waste collection, emergency power for critical facilities).
3. Identify protected structures for use as command centers, and inform appropriate agencies (Red Cross, National Guard, Sheriff, Civil Defense Organization, etc.) of location, facilities, and function of control centers.
4. Identification of protected structures for emergency shelter, food, medical care and inform appropriate agencies of location and function of facilities.
5. Assign disaster response duties to all public employees, with reporting locations, notification system, etc. Coordinate such assignments with appropriate private organizations (radio amateurs, scouts, hospitals, etc.)
6. Coordinate search and rescue parties/procedures with fire department and sheriff.
7. Establish a clearinghouse for casualty and missing persons information.
8. Establish a checklist for damage and casualty assessment with attention to:
 - a. Locating hardest hit areas which may not be able to communicate to outside.
 - b. Getting casualty and damage information to appropriate outside agencies through alternative means of communication.

CIRCULATION ELEMENT 7

The circulation element describes the role of the city's vehicular, public, pedestrian, bicycle, and service circulation systems in serving the city and the region. It outlines the role of the circulation system in tying together different elements of the city and helping to create a community feeling and identity. Problems and opportunities presented by the existing system are identified, and recommendations are made for improving the performance of the system in meeting its many objectives.

In urban areas, different types and levels of circulation systems are used to meet different circulation needs. The

important function served by most of the network of streets and roads that occupy 25 percent or more of the developed land areas in most cities is to provide access from residences scattered widely through the city to any other point where people may work, play, shop, etc. This system is designed to provide speed and ease in these point-to-point trips at any time. In addition, there are functions of heavy volume of movement between major activity areas such as downtown business areas, commercial/industrial areas, high density residential areas, civic centers, universities, etc. There are requirements for circulation within activity centers as well. These other needs may be met much more efficiently by other systems designed to move larger numbers of people per unit of area occupied by the system. The best circulation system may be one which combines types of service to best meet these different needs.

BACKGROUND

Paramount's circulation system today is based almost totally on providing efficient service to the automobile. This system should have two main objectives: efficient handling of through traffic with minimum of interference with traffic having destinations within the city, and good access to all areas in the city while keeping through traffic out of residential areas. The grid system on which many of the city's local streets are placed is ineffective in preventing conflicts between through traffic and local circulation.

The automobile has important costs in metropolitan areas such as Los Angeles, including noise, air pollution, and use of petroleum and mineral resources in limited supply. Alternatives to the auto circulation system are inadequate. Auto circulation also provides poor service to selected portions of the population, such as the young, elderly, poor and handicapped who cannot afford the high costs or are physically unable to use the automobile.

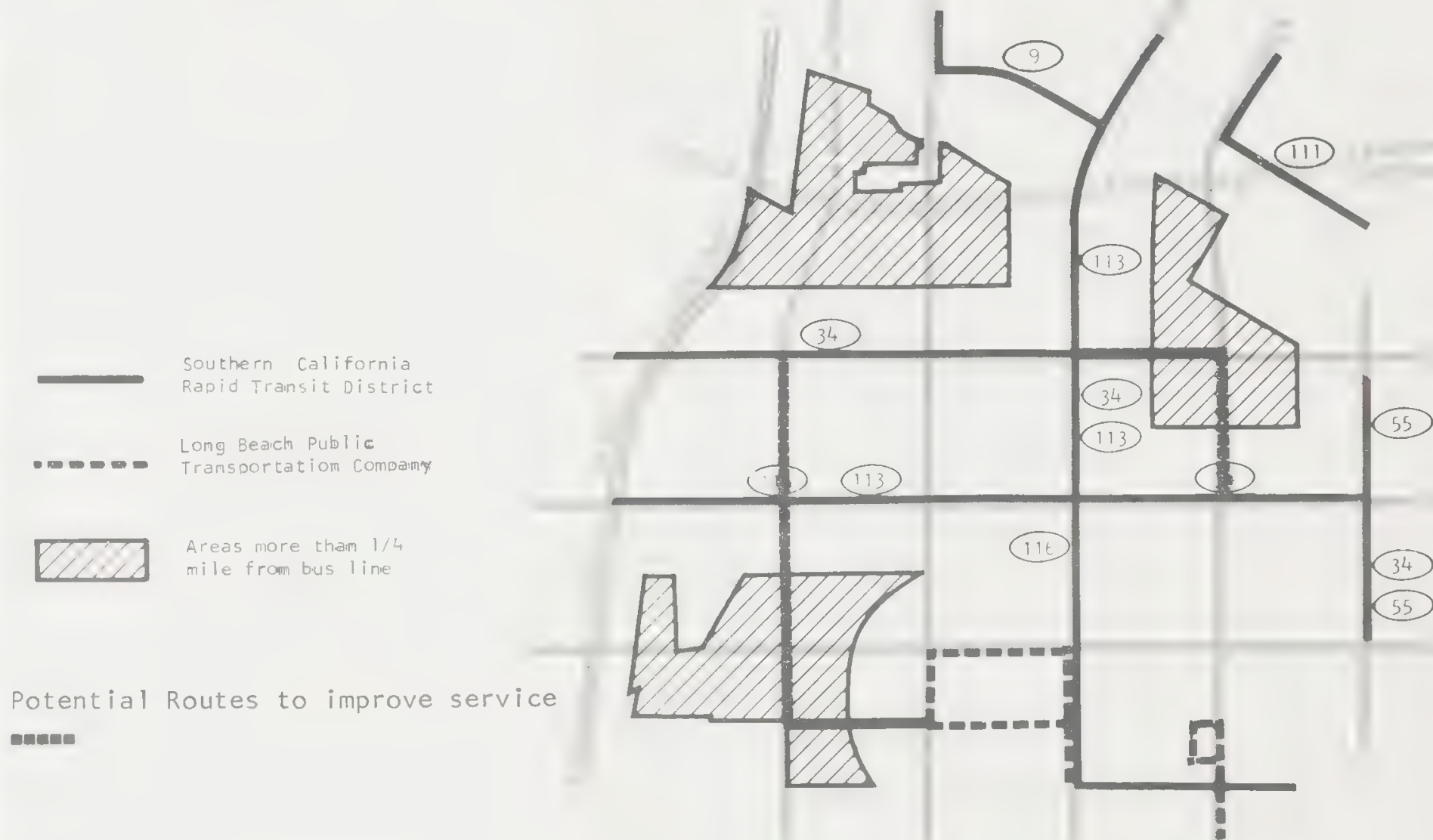
Paramount has only moderate influence over major land use and circulation system decisions in surrounding areas that may have important effects on circulation system loads within the city. Major system elements such as the proposed Century Freeway will have a significant impact on local circulation patterns with both increases and decreases in volumes on Paramount streets.

PROBLEMS AND OPPORTUNITIES

Problems

1. Some arterials are now operating at over capacity for good traffic flow during rush hours.
2. High accident rate on Compton Boulevard.
3. Arterials interrupted frequently by local streets.
4. Through traffic is not kept out of many residential areas, resulting in noise and danger to children.
5. Increasing bicycle traffic creates hazards for cyclists and motorists, particularly on major arterials.
6. Many areas are far from public transportation routes.
7. Parking along arterials in commercial areas creates congestion and reduces viability of businesses in these areas.
8. Off-street parking is inadequate in high-density residential areas.
9. Paramount has little influence over regional traffic patterns on its major arterials, and county improvement plans may conflict with circulation system objectives of the city.
10. Increased efficiency of the auto circulation system along arterials creates an unpleasant, inefficient and dangerous pedestrian circulation system along these streets.
11. Construction of the Century (Route 105) Freeway will result in major changes to the traffic patterns in the Freeway area, and may increase loads on some residential streets.
12. Paramount is not served directly by any of the rapid transit routes now being considered for the Los Angeles area.
13. The existing development pattern makes even minor changes to the circulation system, such as street widening, difficult and expensive.

FIGURE 28 PUBLIC TRANSPORTATION



14. Distribution of industrial uses through the city results in mixing of industrial with other traffic.
15. The present circulation system, with high dependence on the automobile, has a number of undesirable secondary effects including:
 - a. High use of petroleum and mineral resources.
 - b. Noise.
 - c. Air pollution.
 - d. Accidents resulting in death, injury and property damage.
 - e. Lack of service to the young, old, poor and disabled.

This is a detailed street map of Los Angeles, California. It shows a comprehensive grid of streets, including major thoroughfares and local roads. Key features include:

- Scale and Orientation:** A scale bar at the top left indicates distances from 0 to 2000 feet. A north arrow points towards the top of the page.
- Geographical Features:** The Pacific Ocean is visible along the bottom edge. Major freeways are shown as thick, solid lines.
- Transportation:** The Pacific Electric Railway system is depicted with its characteristic red lines and station names.
- Streets and Landmarks:** Numerous streets are labeled, including Main St, Broadway, Hollywood Blvd, and many others. Landmarks such as the Griffith Observatory and the Los Angeles City Hall are also indicated.
- Numbered Locations:** Several specific locations are marked with black dots and numbers, likely corresponding to the addresses listed in the adjacent text.

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Opportunities

1. Century Freeway completion will significantly improve circulation on local arterials.
2. Flood control and power rights-of-way provide an opportunity to develop pedestrian/bicycle circulation systems separate from vehicular traffic and tied to a regional pedestrian/bicycle system.
3. Programmed improvements will improve circulation and reduce accidents on Compton Boulevard.

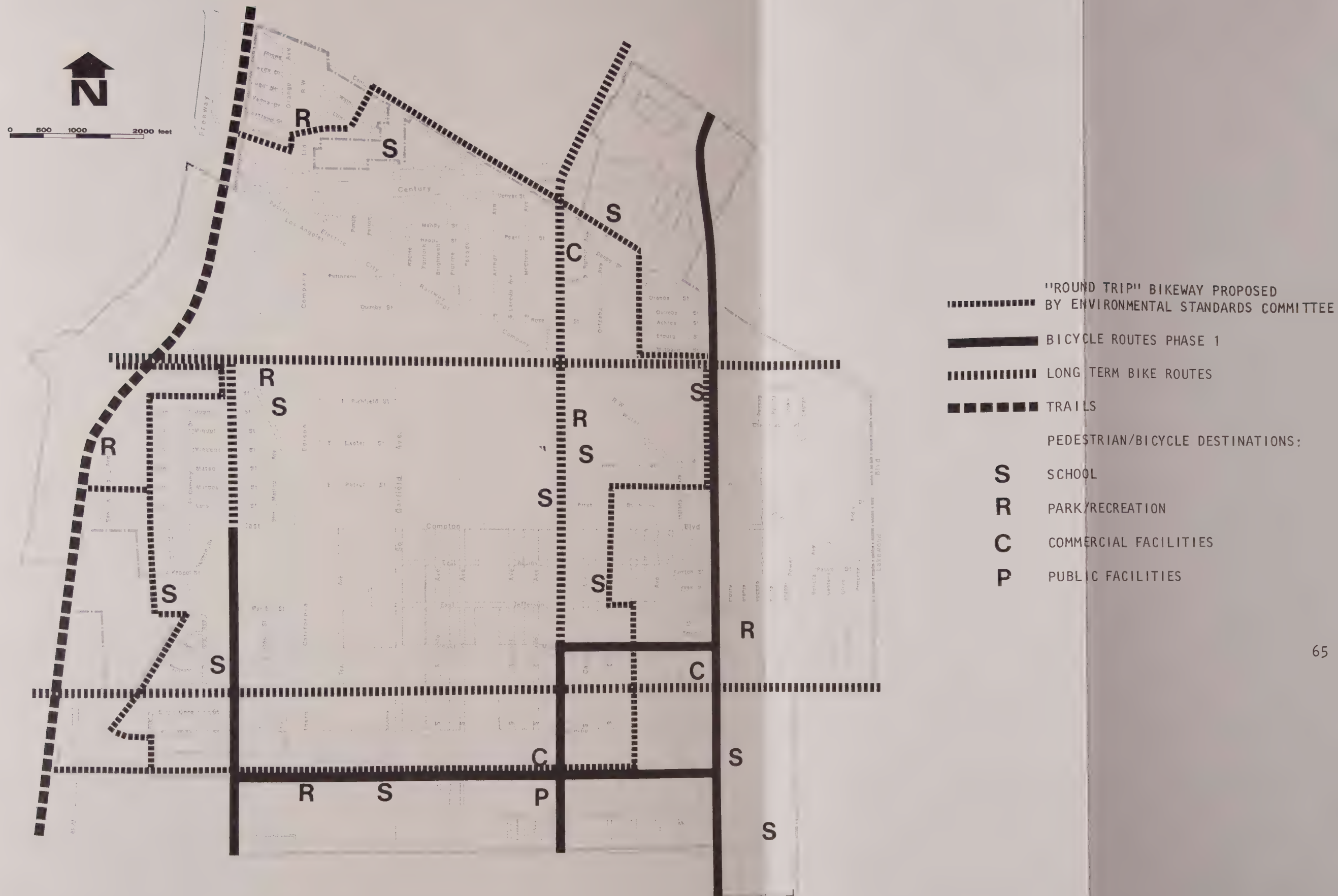
GOALS AND OBJECTIVES

1. Develop a circulation system which provides better alternatives to the automobile, to reduce noise and air pollution impact and use of petroleum and mineral resources, and to provide better circulation service to those unable to use the auto circulation system (poor, young and elderly) through:
 - a. Development of an improved public transportation system through discussion of needs with the Southern California Rapid Transit District and Long Beach Municipal Bus Lines.
 - b. Development of a safe and efficient system of bicycle and pedestrian routes.
 - c. Encouragement of development of a rapid transit system for the Los Angeles/Orange County area, and cooperation in development of parking and feeder route service in Paramount.

Increase the efficiency of the auto circulation system and reduce the conflicts between through traffic and the community through:

- a. Encouragement of improvements to major arterials as needed to maintain adequate capacity.
- b. Reduction in the number of local streets entering arterials directly.
- c. Development of off-street parking in commercial and high-density residential areas.

FIGURE 30 - BICYCLE AND PEDESTRIAN CIRCULATION



RECOMMENDATIONS

To meet the goals and objectives of the circulation system, the following actions and policies are recommended:

1. Develop increased off-street parking in commercial areas to reduce conflicts with arterial traffic and improve viability of commercial districts, particularly existing commercial strip developments.
2. Close selected local streets along major arterials to improve through circulation.
3. Develop a system of truck routes to keep industrial traffic out of residential areas.
4. Develop a system of bicycle routes throughout the City, particularly designed to relate to schools, parks and recreation areas.
5. Over the long term, acquire increased right-of-way along major arterials for improved noise protection and development of bicycle paths.
6. Develop separate bicycle lanes or supplementary bicycle paths along all major arterials.
7. Require all major parcels or areas slated for public or private development or redevelopment for residential use to develop separate bicycle/pedestrian and vehicular circulation systems under a design review process with the city planning staff and planning commission. (Requirement should be waived where geometry of surrounding existing development makes such design unsuitable.) In areas where private redevelopment on a parcel-by-parcel basis is likely, the City should establish a precise plan of development describing this system and require dedication of land for this system when development takes place.
8. Encourage construction of the Century Freeway, but insure adequate noise abatement measures are taken to reduce impact on residents.

ENVIRONMENTAL ELEMENT 8

The Environment Element incorporates a number of General Plan elements required by State law including Conservation and Open Space, Seismic Safety, Scenic Highways and Transportation Noise. Water and waste management is also discussed.

The purpose of the Environment Element is to identify and evaluate natural and man-made resources in the city and to identify strategies for their preservation, conservation and proper utilization.

Natural resources include land, air, water, wildlife, and the variety of materials from the earth's crust used by man. Man-made resources are also important in today's world--these include people and our large capital investment in homes, productive equipment, and our transportation, communication and energy systems. Nearly all decisions have some impact on these systems and resources.

WATER AND WASTE MANAGEMENT

BACKGROUND

Water and waste management systems are regional in their impact, and regional agencies such as the Los Angeles County Engineer and the Metropolitan Water District have primary responsibility for system characteristics in the Los Angeles area. Los Angeles County is currently in the policymaking phase of a regional study of water and waste management problems.

Los Angeles County Engineer: Major refuse disposal facilities, major storm drains, major sewerage systems, major water distribution coordination, industrial pollution control, contract city services.

Sanitation District: Major sewerage facilities (treatment, disposal).

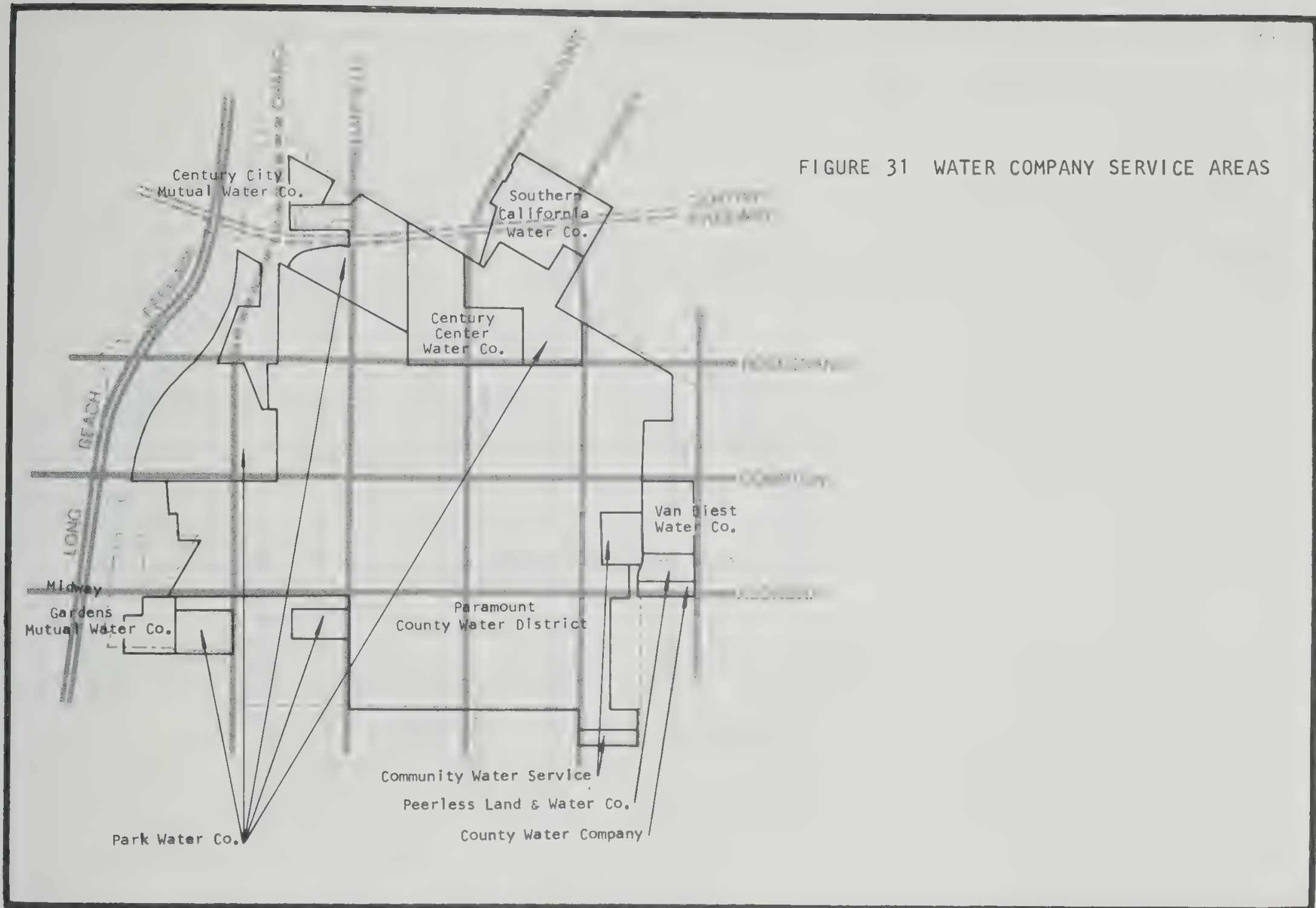
Flood Control District: Major flood control facilities (channels, spreading grounds, dams, etc.)

Paramount: Local refuse collection, local water distribution.

Water Systems

The city is serviced by ten different water companies, the largest of which is the Paramount County Water District. Figure 32 indicates the service areas of each of the water companies supplying water in Paramount. The source of water supply is ground water which is pumped through wells distributed throughout the city. The water table below Paramount is periodically replenished through the Flood Control District Water Replenishment Program with storm waters, reclaimed waters, and imported water purchased from the MWD at off-peak season rates.

FIGURE 31 WATER COMPANY SERVICE AREAS



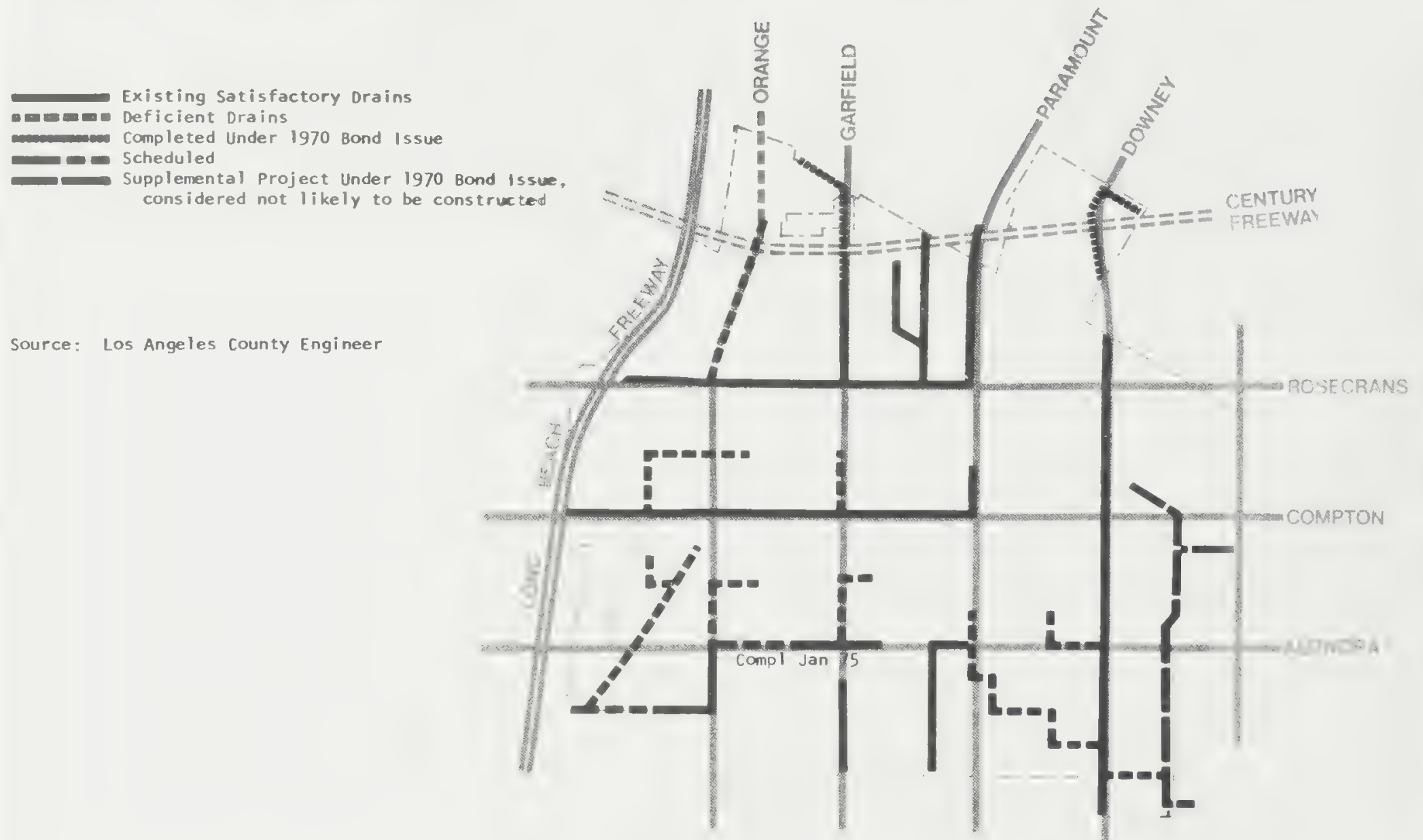
Solid Waste Facilities

There are no active, nor have there ever been, any land-fill facilities within Paramount. The city presently franchises to a variety of private companies for the collection of solid waste in the city. These companies transport the refuse to the Puente Hills landfill site. One million tons of refuse are brought to this landfill every year. Capacity is estimated to be approximately 155 million tons, indicating that there is adequate capacity, and a lack of solid waste disposal facilities is not a major concern to the city.

Storm Drainage

Figure 33 indicates where local storm drainage facilities are presently located, where storm drains are presently

FIGURE 32 STORM DRAINAGE SYSTEM



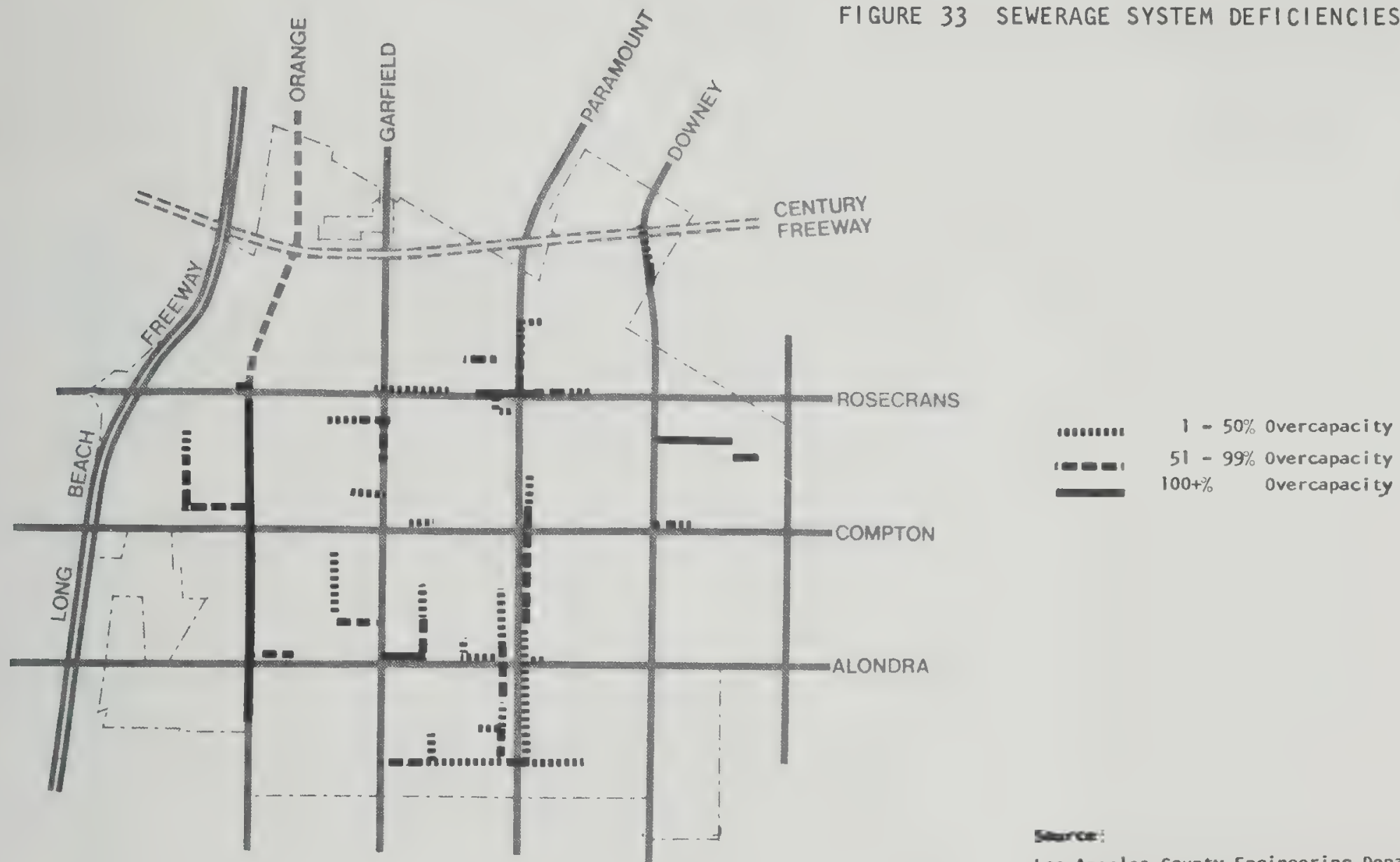
being developed with funds made available in the 1970 bond election, and where present deficiencies exist and storm drains are needed but not presently funded.

Industrial Pollution

The Project Planning and Pollution Control Division of the Los Angeles County Engineering Department has begun a detailed system of data collection regarding industrial facilities and their methods of disposing of waste materials. This portion of the report will be limited to this area.

It is expected that within one year the data bank being prepared by the PPPCD will be supplemented with even more detailed data which is required by the new Los Angeles County Sanitation District Ordinance.

FIGURE 33 SEWERAGE SYSTEM DEFICIENCIES



Source:
Los Angeles County Engineering Department

Of the 173 industrial firms within the city, 33 of them have been identified as presently using waste disposal methods which pose potential problems of industrial waste pollution. The types of disposal methods being utilized by these firms include the use of storm drains, surface and underground methods.

Sewerage System

Overloaded sewers are indicated in Figure 34. This information was obtained by the County Engineer in a program conducted in 1968. Some improvements have been made in the area south of Rosecrans and along Orange Avenue since that time.

PROBLEMS AND OPPORTUNITIES

Problems

1. As a small portion of a large urbanized area, Paramount has little influence over areawide water and waste management policy decisions which may have important impact.
2. Similarly, Paramount's flexibility is limited by dependence on regional priorities, facilities and systems.
3. The large number of private water companies makes coordination difficult. Small companies may not be able to provide adequate service.
4. Needed flood control improvements in Project 9050 (between Downey Avenue and Lakewood Boulevard) of the 1970 storm drain bond issue are not likely to be completed because of increasing costs. This area experienced flooding in recent spring rains.
5. Solid waste disposal creates a problem at the individual residential level with trash at the sidewalk on collection days.
6. The city's water system has only one connection to the MWD supply according to the County Fire Department.
7. A number of sewers are currently overloaded according to the County Sanitation District.

Opportunities

1. Use of flood control district and sanitation district resources is possible if these agencies are provided good information on needs and priorities.
2. Redevelopment with tax increment financing provides an appropriate vehicle for improvement of water and waste systems.
3. Environmental protection is an area where Federal support of local programs is increasing, and local water, sewer and flood control projects may get continued Federal support at increased levels.

GOALS AND OBJECTIVES

1. Protect and enhance water resources.
2. Provide water storage and delivery capacity to meet normal usage and fire requirements.
3. Provide economical and resources-conserving techniques of solid waste collection, disposal and recycling.
4. Provide satisfactory flood protection to residents and businesses in Paramount.
5. Provide adequate sewerage service to developed areas, and insure waste disposal practices are in accordance with objectives of the Sanitation Districts of Los Angeles County.

RECOMMENDATIONS

1. Protect, conserve, and enhance water resources through:
 - a. Encouragement of use of reclaimed water by local industries and for irrigation of public areas.
 - b. Assistance to agencies responsible for water pollution control in provision of information and enforcement of regulations.
2. Provide higher levels of water service through:
 - a. Encouragement of consolidation of water companies.
 - b. Improvement of water mains and hydrant spacing in Fire Code 9 areas.
3. Encourage adoption of improved solid waste collection, disposal, and recycling techniques by local collection services to reduce noise and disorder on residential streets and conserve environmental resources.
4. Investigate separation of recyclable items by individuals to allow economical recycling of paper, glass, metals, and other waste collection firms. Alternatives include separation by individuals with pickup at home, pickup of recyclables at neighborhood collection centers, etc.

5. Provide adequate flood protection for residents through local funding of flood control projects not supported by the County Flood Control District if necessary. Suspend issuance of building permits in areas known to flood sufficiently to cause damage to structures until adequate protection is available.
6. Work with the Sanitation District to estimate costs and develop a program for upgrading overcapacity sewers.

SEISMIC SAFETY ELEMENT

The Seismic Safety Element identifies potential seismic hazards in the city and policies for reducing damage to life and property in the event of an earthquake.

BACKGROUND¹

Geotechnical Setting

The city of Paramount is located in the south central portion of the Los Angeles sedimentary basin. Underlying the city are over 10,000 feet of sedimentary marine rocks consisting of sandstone, siltstone and shale. They range in age from Pleistocene to Middle Miocene. These sedimentary rocks rest on the igneous-metamorphic "basement" rocks which underlie the entire Los Angeles area. Above the sedimentary rocks rest continental deposits of sand, gravel and silt.

Subsurface Soil Conditions

The city itself is covered by recent alluvium consisting mainly of fine sand and silty sand. These materials are expected to have low to moderate density. When properly blended and compacted the soil usually possesses moderate to high soil strength. Expansive soils do exist within the city boundary, but do not present a major constraint to planning and construction.

Local Faulting

There are no known faults underlying the city. The closest known active faults are along the Newport-Inglewood Fault

¹ All geotechnical information supplied by F. Beach Leighton and Assoc., Geologists

Zone approximately 4 miles to the southwest at its closest point. The greatest seismic hazard to the City of Paramount is seismic shaking. Slippage originating on the Newport-Inglewood Fault Zone (or one of the other more distant but major faults) would be the most likely cause of this shaking.

Regional Seismicity

A seismic index map of Los Angeles Basin showing major faults and earthquake epicenters with specific reference to the City of Paramount is provided in Figure 35. A seismic table summarizing the significant seismic parameters of potentially active faults is included as Table

A study of the earthquake faults and past seismic activity in southern California reveals the most likely major seismic events to affect the Paramount area within the next 50 to 200 years should be those related to movement along either the Newport-Inglewood or the San Andreas fault zones.

It should be emphasized that recorded data are not sufficient to provide precise occurrence intervals of the "maximum probable" earthquake. "Maximum probable" earthquake is a term used by the Atomic Energy Commission to describe a seismic event that might occur with a fairly high probability, and where the causative fault and regional seismicity are well understood. From a land use planner's viewpoint, the "maximum probable" earthquake should be established as an "operational basis" earthquake, that is all essential functions of utilities and major and public structures should be designed to be operational under such a postulated event.

In the Paramount area the consequences of strong shaking are of greater significance than are the consequences of local faulting. Similarly, damage directly attributable to surface faulting in the 1971 San Fernando earthquake was estimated at probably less than 1 percent of the total damage from ground shaking (Earthquake Commission Report, 1971).

The intensity of ground shaking at any one place is a function of the magnitude of the quake, distance to causative fault, the dynamic properties along the transmission

path of seismic waves and the local geology/soils conditions.

Based on available information, "operational basis" earthquakes are chosen for the Newport-Inglewood and San Andreas Fault zones. Table 3 provides the probable rock motion characteristics in terms of maximum peak acceleration, predominant period and durations for these "operational basis" events.

It should be noted, however, that the maximum acceleration provided in this description of probable base rock motion characteristics represents a transient peak acceleration (not equivalent to a constantly acting horizontal force caused by the acceleration) during a probable earthquake originating from these potential causative faults.

Groundwater and Attendant Considerations

References showed that the piezometric surface (pressure or artesian groundwater level) varies between 30 to 40 feet below the existing natural ground surface. Although the transition zone marking the change from free groundwater level to pressured groundwater level is located north of the city boundary, it is believed that due to the interfingering nature of recent alluvial deposits, certain locally perched groundwater zones do exist within the city boundary.

Groundwater contours from 1940, 1950, 1960 and 1970 maps show relatively little change. The trend, however, has been the general lowering despite groundwater recharging operations in recent years. There is no evidence that subsidence has resulted from decrease of piezometric pressure or from lowering the groundwater levels. Because the city is totally dependent upon groundwater supplies, judicious long-term planning calls for observation points to monitor potential subsidence of the alluvial sediments arising from further withdrawal of groundwater.

Liquefaction Potential

Strong groundshaking in terms of both long duration and significant cyclic shearing stress are expected throughout the city in the event an earthquake originates from fault movements in the vicinity. However, soils liquefaction potential depends on parameters such as soil density and moisture content, and the closer the soil texture approximates

TABLE 3
MAXIMUM PROBABLE OR OPERATIONAL BASIS EARTHQUAKES

Earth- quake	Distance From Causative Fault (Miles)	Magni- tude	Maximum Hori- zontal Peak ¹ Accel- eration	Pre- dominant ² Periods (Seconds)	Pro- bable ² Dura- tion (Seconds)
Newport- Inglewood Fault Zone	4	6.5-7	0.3-0.6g	0.3	30
San Andreas Fault	42.5	8	0.2g	0.45	50

¹ Base rock motion (Schnabel & Seed 1972)

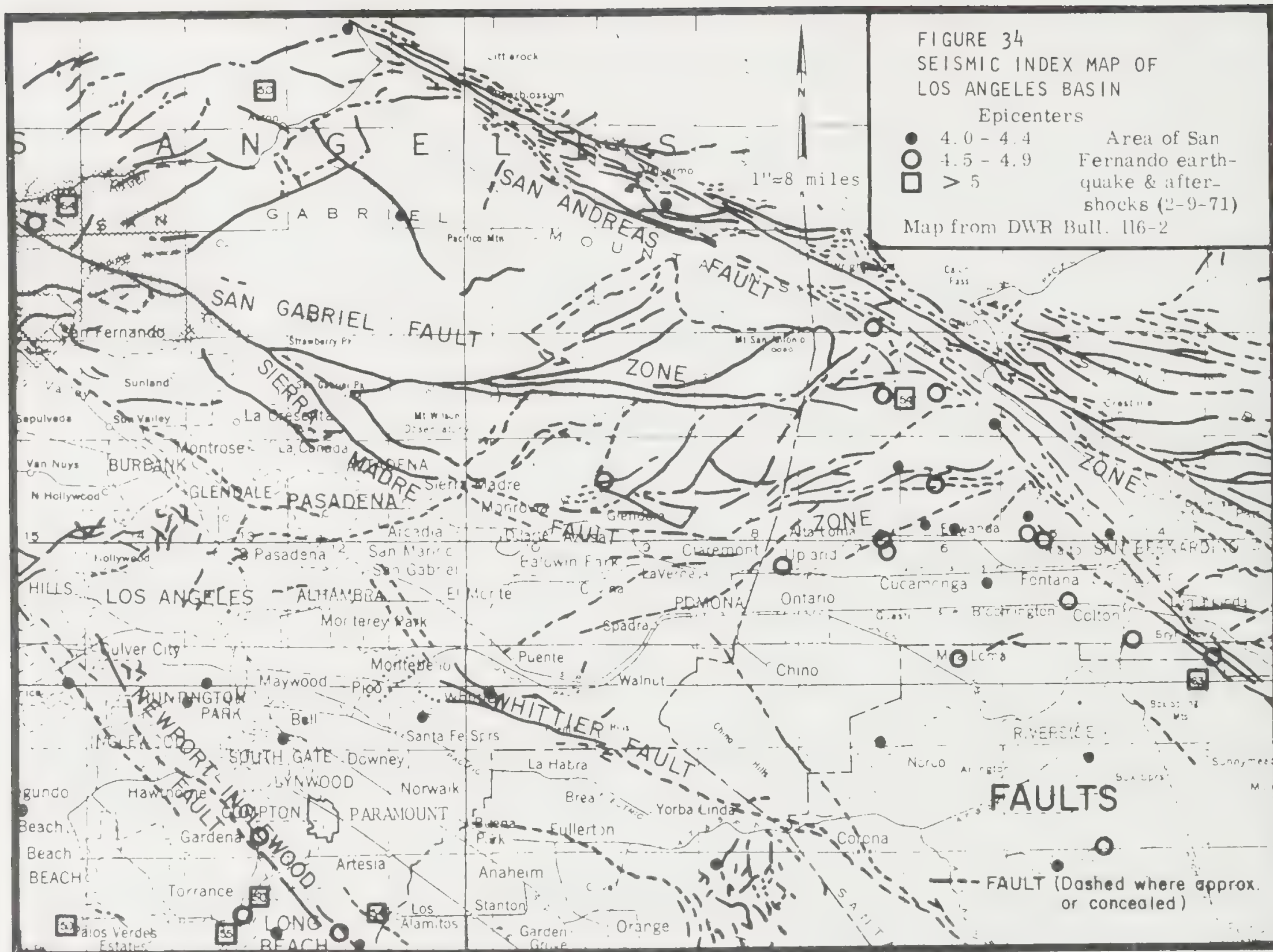
² Seed, Idriss & Kiefer 1969.

an intermediate range, the greater the potential to liquefy. A combination of all adverse conditions constitutes the highest potential of liquefaction. Because the combination of all unfavorable parameters does not overlap in many areas, the overall liquefaction potential for the City of Paramount is rated as low. From a planning point of view, liquefaction does not appear to be a major geotechnical constraint.

Settlement and Subsidence

Large settlement under static loading is anticipated where relatively low density soils exist within the city. As a guideline, soils settlement should be evaluated when a man-made fill exceeds 15 feet in height and on footings when pressure in design exceeds 1,500 pounds per square foot.

As pointed out in the Groundwater section, although no real subsidence has been observed, continual withdrawal of groundwater may tend to provide minor subsidence of



Source: DWR Bulletin 1162
F. Beach Leighton

generally low density sediments. No estimation can be given on the relationship of depth of groundwater withdrawal to the amount of sediment consolidation because of lack of subsurface data. The city depends heavily on the groundwater supply and, therefore, a study of this supply, including recommendations as how to monitor subsidence movements, is recommended.

Seismic Risk

Seismic risk analysis involves estimating the loss of life, injury and property damage which would result from the maximum probable earthquake, given the existing land use pattern. Although progress is being made in developing techniques to analyze the relative amounts of risk entailed in each land use, it is beyond the scope of this study to do such an analysis. However, the following criteria can be set for determining uses which are inappropriate in high risk areas:

High occupancy uses.

Large scale structures.

Vital uses (e.g., hospital, fire, police, major transportation, major utilities).

Uses with dependent or disabled populations.

Uses which are susceptible to secondary effects from seismic activity (explosion, etc.).

Uses inside structures which are Pre-Field Act or structurally unsound.

PROBLEMS AND OPPORTUNITIES

PROBLEMS

Level of seismic activity and resulting risk to life and property in Southern California is high.

OPPORTUNITIES

Paramount has no known earthquake faults passing through the city.

GOALS AND OBJECTIVES

Minimize damage to life and property in the City of Paramount in the event of an earthquake through:

1. Measures which can be taken before the earthquake to minimize its effect.

2. Planning of measures to be taken during and immediately after an earthquake to minimize panic, disorder, loss of life and property damage; and to return to normal as quickly as possible.

RECOMMENDATIONS

In addition to the recommendations of the Public Safety element, the following recommendations are made relating specifically to earthquakes.

1. Require special soils and structural investigations for all proposed structures of large scale or involving large groups of people.
2. Identify pre-1933 structures of large scale or occupied by large numbers of people, and develop a program for reinforcement or demolition of structures found to be dangerous.

REFERENCES

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TRANSPORTATION NOISE

Noise is an important side effect of most modern transportation systems. Residential areas miles from the ends of airport runways may become virtually uninhabitable. An unshielded freeway may create a zone of serious noise impact half a mile or more wide. Motorcycles may disrupt any residential neighborhood at any hour of the day. Traffic volumes even on arterial streets create an unpleasant residential environment. The combined impact of these noise sources even in a quiet urban area makes the normal "background" noise level -- the noise you cannot get away from, that you hear in the background as a whish, a hum, or a dull roar -- many times louder than that in a rural area. This background level has historically been increasing, and if the trend continues, may within the next decades reach levels now found only near busy streets, freeways and airports. These are levels that have been demonstrated to cause physiological changes with prolonged exposure. The effects of lower levels of continuous exposure are more difficult to determine, but evidence is accumulating to indicate psychological and sociological changes do occur with noise levels now found in most areas of cities.

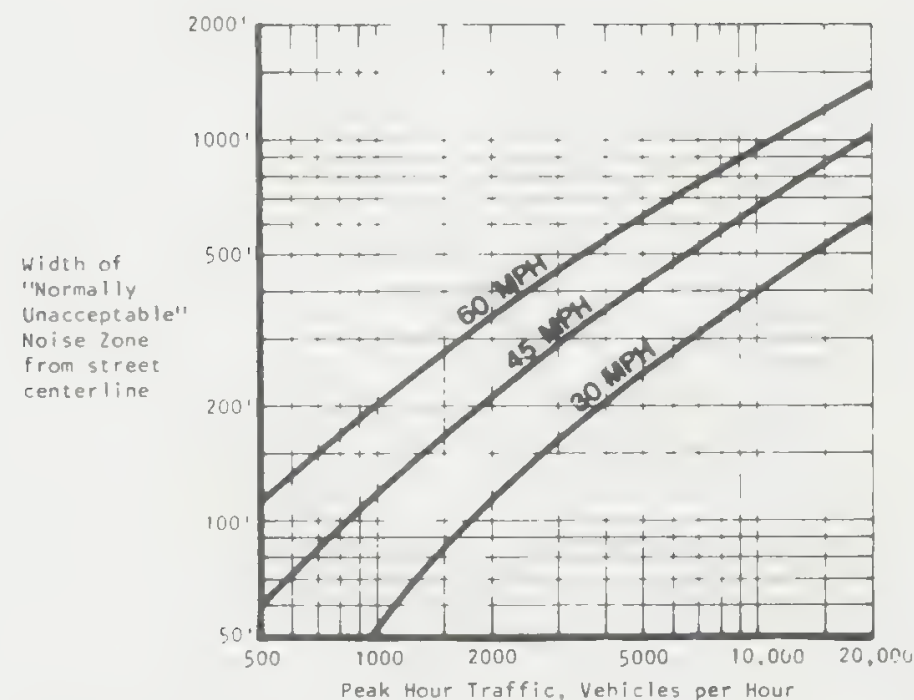
Noise is a complex phenomenon, and its impact on human activities depends on many different aspects of a single noise event or a series of noise events over a period of time. Different noise measurements have been developed over a period of time to measure different aspects of noise from different noise sources. The noise measurements defined below are presently the most commonly used in identifying noise conflicts and establishing noise standards. Because the science of noise impact is changing rapidly, particularly with regard to overall measurements of noise exposure, the City should remain alert to developments in this field, and adopt improved measures in its standards as they become available.

Noise Measures:

Decibels (dB): The simplest measurement, related directly to the amount of sound energy in the sound signal.

Decibels A-Scale (dB(A)): The basic measurement in decibels modified to better relate to the sensitivity of the human ear. Higher frequency sound signals are accentuated in this measurement. A sound 10 decibels higher on the A-scale than a given

FIGURE 35
TRAFFIC VOLUMES AND
NOISE IMPACT ZONES



Source: HUD Noise Assessment Guidelines

sound is perceived as approximately twice as loud as the first sound. This noise level is simple to measure with inexpensive instruments and is commonly used in establishing standards for maximum noise levels of equipment, noise standards for industry, etc. Figure 8-6 shows the loudness of common sounds in decibels.

Noise Exposure Forecast (NEF): The NEF was developed to relate specifically to airport noise, and measures the impact of the series of aircraft noise events over an entire day. HUD has developed standards for residential noise sensitivity to aircraft noise based on the NEF.

Noise Pollution Level (NPL): The NPL was developed to measure the exposure to all noise sources. Interpretation of the meaning of the NPL is still in development and NPL standards have not been recognized. The NPL or similar measure may assume increased importance in the future.

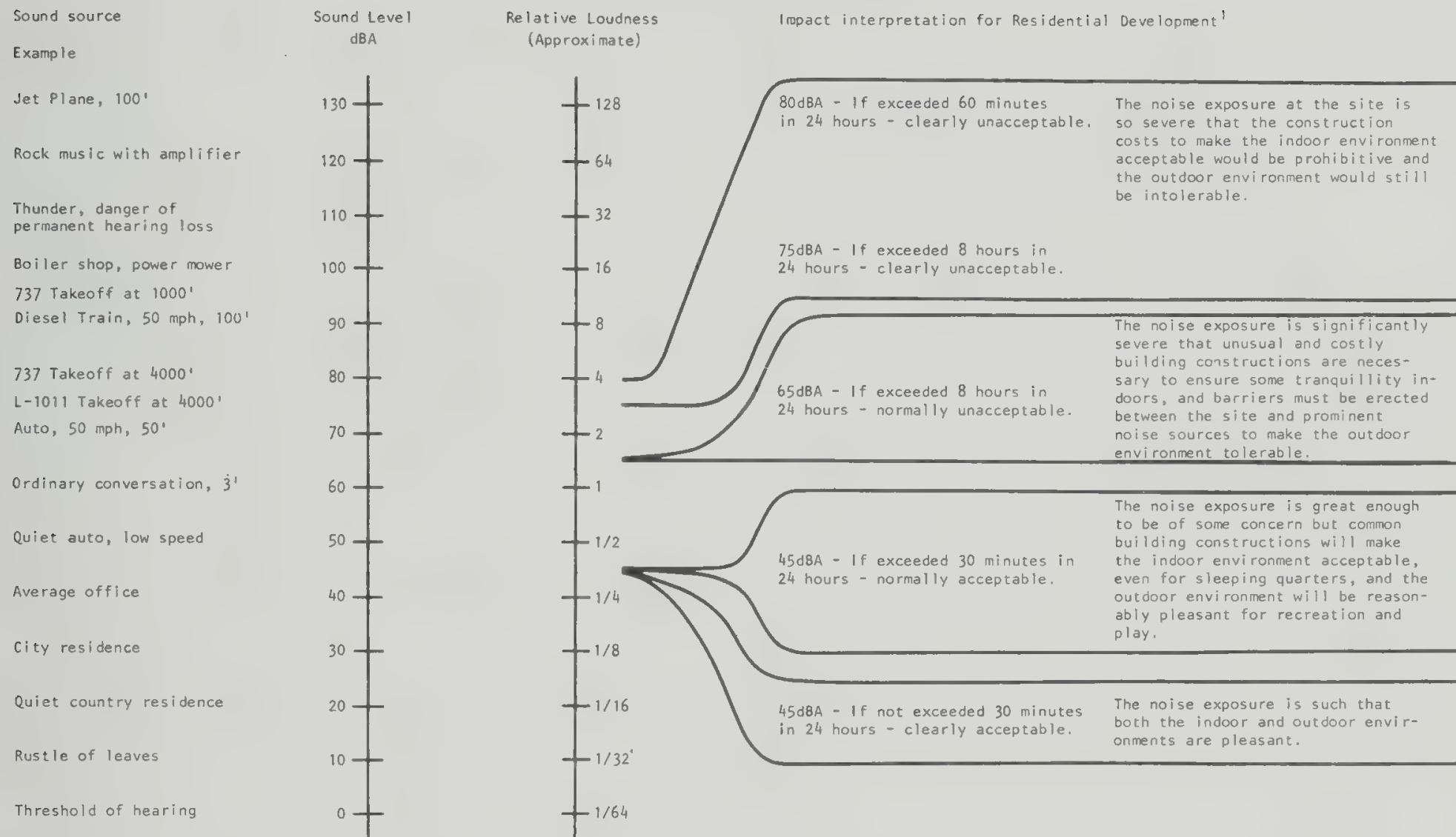
BACKGROUND

The Department of Housing and Urban Development has recently adopted standards for noise in residential areas. These standards establish noise zones which are considered Clearly Unacceptable, Discretionary--Normally Unacceptable, Discretionary--Normally Acceptable and Clearly Acceptable for residential development. Each of these zones is defined in terms of the noise environment and its impact on residential use. Figure 8-7 shows the impact of the present traffic pattern in the city on noise levels defined by these standards. Figure 8-8 shows how traffic speed and volume combine to cause these noise levels. No present airports cause noise problems in Paramount with normal flight patterns, but projections for traffic in the Los Angeles County airspace for the year 1990 indicate that almost all urbanized areas of the County will have aircraft noise levels high enough to degrade the residential environment. Increased use of helicopters and Short Take-off and Landing (STOL) aircraft throughout the urban area are expected to contribute to this problem.

Trends of increasing noise will be difficult to change. Noise from trucks, motorcycles and aircraft is subject to

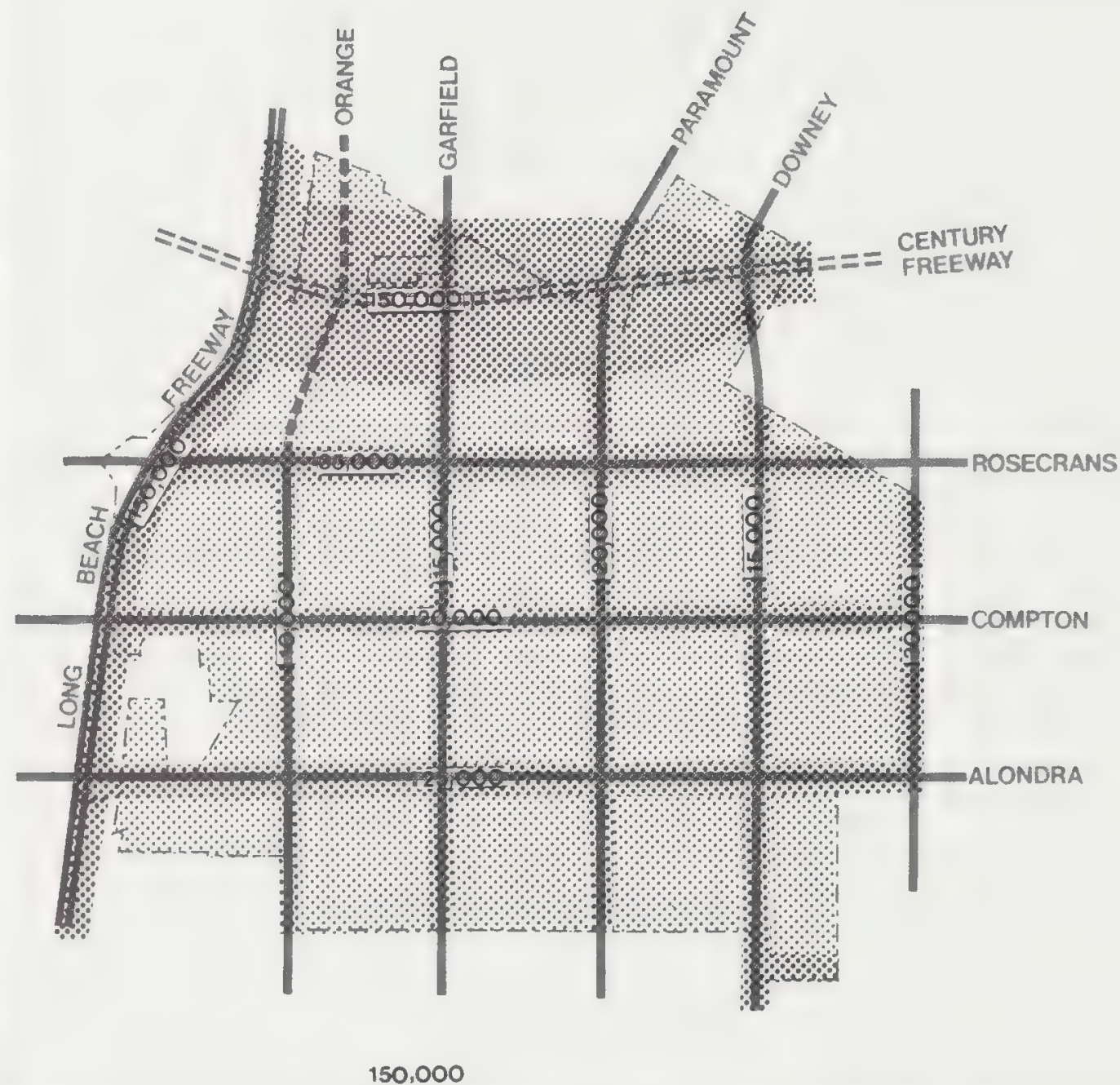
TABLE 4

COMMON SOUNDS RELATED TO NOISE STANDARDS

¹Noise Assessment Guidelines, HUD, 1971

considerable improvement with technological changes in engine design, mufflers, etc. since engine noise is the primary noise source for these vehicles. However, the principal noise source for automobiles, particularly at high speeds, is tire noise on pavement. Experiments with tire and pavement design have had only very limited success in reducing noise, and other noise reduction strategies have considerable economic or aesthetic impact.

FIGURE 36 NOISE IMPACT ZONES FROM AUTO TRAFFIC



Interpretation for
residential construction

Discretionary,
Normally Unacceptable
Discretionary,
Normally Acceptable
Clearly Acceptable

Numbers indicate traffic
volumes on which noise
impact zones are calculated.

PROBLEMS AND OPPORTUNITIES

Problems:

1. Freeways and arterials create considerable areas of noise impact in the city.
2. Little likelihood exists of development of tire and pavement technology to cut noise at the source.

-
3. Since Paramount is nearly 100% developed, little can be done to create land use patterns more responsive to noise impact.
 4. The City alone can have little effect on manufacturers of noise-producing equipment.
 5. The City is likely to have little impact on planning of air corridors and future STOL ports.
 6. Existing state legislation controlling vehicle noise sets standards so high above levels produced by the noisiest vehicles as to be ineffective in encouraging noise abatement efforts by manufacturers.

Opportunities

1. A number of precedents have developed for noise legislation, and Paramount will be able to develop ordinances that will be enforceable.
2. The State Division of Highways is likely to pay much greater attention to noise impact in design of future freeways, and is implementing a program of noise reduction on existing freeways.
3. Recent court cases may be returning some influence over aircraft noise to local agencies in the air corridor.

GOALS AND OBJECTIVES

Specific goals and objectives for noise abatement were not proposed in citizen surveys or discussions with the General Plan Advisory Committee. The following is proposed as the basic goal of the City in dealing with transportation noise:

Long-term improvement of the noise environment in residential areas to levels considered acceptable by current standards.

RECOMMENDATIONS

1. The City should establish a noise abatement plan and program to reduce noise levels in residential areas to those now considered acceptable.

-
2. The City should act to reduce noise levels and encourage development of noise-reducing materials and equipment in its purchasing policy. Noise should be made a consideration in city purchasing decisions for equipment producing noise levels greater than 65 dB(A) at 50 feet under normal operating conditions. Recommended policy is that purchase of less noisy item should be required if reduction is 5 dB from noisier item and cost is no more than 1.10 times greater, or noise reduction is 10 dB over competitive item and cost is no more than 1.25 times greater.
 3. The City should discourage regional, state or federal actions which increase the noise levels in the city, and take a strong stand on actions which increase the noise levels beyond acceptable limits.
 4. The City should encourage manufacturers locating in Paramount to consider noise problems in the products they produce.
 5. The City should aid in the enforcement of federal and state standards for noise-producing equipment including cars, motorcycles, trucks, etc.
 6. The City should discourage actions by private developers which increase noise impact or do not account for noise impact already existing when feasible alternative actions exist.
 7. The City should develop and encourage the use of circulation systems which do not produce high noise levels, including bicycle and pedestrian systems.
 8. Through the Environmental Impact Statement review process, all developers of residential property in "Discretionary-Normally Unacceptable" noise zones by HUD standards should present alternatives for dealing with noise impact. Such alternatives may include wall and window acoustic treatment, additional setbacks, shielding of open space areas from noise sources, etc., including estimates of additional costs if noise abatement alternatives are not selected.
 9. Credit for usable open space areas in multiple unit developments should not be allowed in "Discretionary--Normally Unacceptable" zones except when shielded from noise sources by solid noise barriers.

SCENIC HIGHWAYS

In 1971 the State Legislature added a Scenic Highways Element to the General Plan requirements "for the development, establishment and protection of scenic highways". This requirement was established in an attempt to insure that local governments would coordinate with the State Highway Department to jointly determine scenic corridor limits within the local area boundary.

In 1963, 6,000 miles of State highways were included in a Scenic Highway Master Plan adopted by the State Legislature. The law placed responsibility on the State Department of Public Works and a coordinating Advisory Committee for the creation and application of standards for development of the Scenic Highway Master Plan. These standards were established in 1966 and their successful implementation depends very much on local government cooperations. At this time no potential scenic highways have been identified in Paramount. The criteria developed by the State call for scenic corridors in undeveloped areas of great natural value rather than urban scenic highways.

CONSERVATION AND OPEN SPACE

The Conservation and Open Space element of the General Plan identifies natural and man-made resources of the City and suggests strategies for their preservation and proper utilization.

Natural resources include mineral resources, areas of historic or archaeologic value, scenic areas, prime agricultural lands, water courses, aquifer recharge areas, and areas of unique wildlife or vegetation. All natural resources existing in the Paramount area have been considerably altered by man, and principal objectives of resource policy are to decrease impact of urban activities on air and water resources of the Los Angeles basin. Strategies toward this end are included in discussion of other General Plan elements and include providing transportation alternatives to the automobile, encouragement of the use of reclaimed water, separation and recycling of solid waste, monitoring of industrial pollution and review of development plans by the Air Pollution Control District and Health Department.

Remaining open space in the City is an important resource to be conserved, and problems and opportunities and open space conservation strategies are outlined below.

FIGURE 37 UNDEVELOPED LAND



PROBLEMS AND OPPORTUNITIES

Problems

1. Most remaining open space in the city is in industrial areas not well suited to be usable residential-related open space.
2. Acquisition of open space in developed areas such as Paramount is expensive.
3. Court decisions have recently complicated cities' ability to plan for long-range open space acquisition, and many cities have been reluctant to identify open space acquisition plans as a result.
4. One large parcel owned by the city is located inappropriately to serve residential areas.
5. Many areas are not served by the existing park system.
6. Paramount is largely developed, and none of the land remains in its natural state. Preservation of large natural land areas is thus impossible.
7. Land in Paramount is all potentially developable, and natural factors do not cause open space to be preserved by individuals because of development expense.

Opportunities

1. The city owns a major parcel of land in an industrial area that may be sold or exchanged for more suitable park land.
2. Power line rights-of-way provide an opportunity for a continuous open space system if agreements can be made with utilities for joint use.
3. An opportunity exists to use tax increment financing from redevelopment for open space acquisition in upgraded residential areas.

GOALS AND OBJECTIVES

1. Distribute open space throughout the city to provide advantages of open space to most citizens.

-
2. Provide open space based on needs rather than wholly on availability of vacant land.

RECOMMENDATIONS

1. Provide usable open space in individual residential developments through suitable zoning codes.
2. Maintain utility rights-of-way in open space uses that do not conflict with utility needs but provide an attractive open space for the community, such as parks, tree farms, nurseries, trails, etc. If overhead lines are eliminated in the future, maintenance of corridors in open space should be encouraged.
3. If the Century (Rt. 105) freeway project is abandoned, encourage development of a strong regional open space system in part of this corridor, rather than allowing full development for housing or other uses.
4. Require any large new residential developments to provide an on-site open space network including pedestrian and bicycle routes and relating to all housing units through planned development zones and the design review process.
5. Establish a program of open space acquisition to meet parks and recreation and other open space goals over a 10-year period.
6. Establish a program of maintenance of vacant parcels before development to provide added visual open space.
7. Use open space as a means of defining neighborhoods in the city and as a buffer between incompatible land uses.
8. Establish a Public Open Space and Open Space-Multiple Use zone in the Zoning Ordinance to meet the requirements of state law and aid in implementing open space plans.

IMPLEMENTATION ELEMENT 9

It is in the implementation of a general plan that it has true value to the city. A general plan is of no utility if it merely sits on a shelf after it has been formulated and adopted. Its effectiveness is in its being seen, read, understood, used, and respected. Nevertheless, a plan cannot implement itself. There are a variety of "tools" which are available to a city to bring about this implementation. The Implementation Element outlines many of these tools and identifies their usefulness in implementing the General Plan recommendations.

BACKGROUND

Zoning

Zoning is probably the most commonly used legal means for implementing the land use elements of a city's general plan. Zoning regulations divide the city into various types of use districts (residential, commercial, etc.) and commonly regulate:

- the height and bulk of buildings and other structures
- the area of a lot which may be occupied and the size of required open spaces
- the density of population
- the use of buildings and land for trade, industry, residence, and other purposes.

Special design criteria, parking standards, noise controls, and sign regulations are also often included within a zoning ordinance.

Subdivision Regulations

Subdivision regulations serve a variety of purposes, but foremost to the planning department is the ability to coordinate the otherwise unrelated plans of a great many developers and in the process assure that provision is made for major elements of the general plan, such as rights of way for major streets, park locations, school sites, and major water and sewer lines.

Such regulations are also important to other staff personnel. For example:

- Health officer. Subdivision regulations are a means of insuring new residential developments will have a safe water supply, sewage disposal system, and are properly drained.
- City engineer or public works director. Subdivision regulations assure safe design and proper construction of new streets, utilities and drainage systems.
- Fire chief. Such regulations are a means of securing water systems of adequate size and pressure for fire fighting.

Redevelopment

Redevelopment programs provide a potential implementation tool to accomplish an upgrading of an area which has been designated as needing such in the general plan. The major purpose of redevelopment is to improve the potential quality of life by providing better housing, commercial, employment and public facilities. Redevelopment may involve rehabilitation and addition of facilities and, in seriously deteriorated situations, the replacement of a facility.

Redevelopment can be implemented in a variety of ways. These include private, public and combined private/public actions. Private redevelopment is always taking place. There are some times, however, because of the great costs involved, when the costs are too much for the private market to bear and it is necessary to obtain public assistance.

The major redevelopment program on the state level is legislative provision for tax increment financing, rather than direct aid. Tax increment financing may be used for land assembly, site improvements, public facilities, and direct assistance to property owners or renters. Under tax increment financing legislation, a Redevelopment Agency may sell bonds to finance improvements. Repayment of bonds is accomplished by receipt of property tax on the difference between land and improvements assessments before and after the start of the redevelopment program. Once bonds are repaid, the tax on this portion of assessed value goes to other taxing agencies.

The primary function of redevelopment should be to solve city problems rather than to gather tax increment revenue for no specific purpose. In particular, redevelopment can provide funds for projects which could not normally be funded by local improvement districts, etc. because of the much greater potential revenue available. Such projects may include improvement of existing housing, improvements of public facilities and services, provision of open space, clearance and resale of land in areas not able to be rehabilitated, etc.

Taking advantage of available opportunities, such as major planned improvements that will add to the property tax base, can aid considerably in the success of the redevelopment program by insuring bonding capacity. The Redevelopment Agency should be able to sell bonds of a value from 10 percent to 20 percent of the increase in property value, or about equal to the increase in assessed valuation.

Capital Improvements Programming

Capital improvements programming allows a city to schedule its public physical improvements over a certain period of time, with consideration for priorities and the financial capabilities of the city. In so doing, a capital improvements program provides a tool for realizing the recommendations made in the general plan.

Capital improvements are considered to be those major non-recurring expenditures or any expenditure for physical facilities of government, such as costs for acquisition of land or interests in land; construction of buildings or other structures, including additions or major alterations; construction of highways or utility lines; fixed equipment; landscaping and similar expenditures.

Usually a capital improvements program, with its schedule of projects and their estimated costs, is developed for a five to ten year period. A six year program would cover a five year period beyond the capital improvement budget for the first year.

PROBLEMS AND OPPORTUNITIES

Problems

1. The status of local government receipts from the Federal Government through revenue sharing and categorical programs is currently in flux, and it is difficult to judge which programs can depend on federal help in the future.
2. The city currently does not have a comprehensive urban systems data base to allow assessment of progress in meeting objectives.
3. Local government is limited in its ability to generate revenue in the Los Angeles area because of the high property tax rates of many other agencies and limited additional revenue sources.
4. Paramount does not now get its "fair share" of sales tax receipts from a number of types of commercial development (though its per capita share is nearly equal to the County average because of receipts from manufacturing firms and Douglas Oil).
5. The recent "tax revolt" continues to have impact on ability to generate revenues through increased property tax rates, bond issues, etc.
6. Property tax receipts do not in general increase as fast as personal incomes, while costs of local government in the expanding services sector of the economy tend to increase faster than incomes.
7. Many of the urban systems in Paramount were installed many years ago and will need much additional maintenance and replacement in the near future.

Opportunities

1. Contracting for many city services allows choice in source of services and allows economies of large-scale operation to the city.
2. Federal revenue sharing has the potential of providing local governments with a source of income that grows faster than the property tax.

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3. Redevelopment through tax increment financing is available to provide public services for new development and renew deteriorating areas.
 4. Opportunity exists to review development proposals and encourage action to protect the natural and human environment through the environmental impact statement review process.
 5. Opportunity exists to utilize resources of major special districts including flood control, sanitation, etc. if information is provided and priorities are established.

GOALS AND OBJECTIVES

1. Implement the recommendations of the General Plan in a timely and coordinated manner.
2. Minimize expense of improvements to the city through outside revenue sources when possible.

RECOMMENDATIONS

1. Develop and maintain a comprehensive Urban Systems Data Base. The proposed contents of this data base are outlined in a supplementary paper and will be included as an appendix to the General Plan.
2. Utilize redevelopment, with tax increment financing, to provide financial resources for upgrading problem areas and providing necessary public improvements to encourage private redevelopment.

APPENDIX

APPENDIX A

URBAN SYSTEMS DATA BASE

INTRODUCTION

An important recommendation in the General Plan program is the development and maintenance of an Urban Systems Data Base by the City. Such a data base would provide valuable information for setting priorities, planning capital improvements, and measuring progress of the City. It would also provide valuable summary information to developers and to city officials in reviewing development proposals and environmental impact. Table 5 is an outline of the nature and content of the proposed data base.

NATURE AND CONTENT OF THE DATA BASE

The data base is intended to be a system of maps and transparent map overlays showing existing and proposed urban systems. It is recommended that the mapping be prepared at a scale of 1" = 300' (the scale of the existing citywide base map) or 1" = 400'.

Each data map should have an attached information sheet indicating the source of information, name of person preparing the map, date of the map, and the nature and date of any revisions.

COSTS OF DEVELOPING AND MAINTAINING THE DATA BASE

It is estimated that approximately 3 man-months of labor would be required to gather information and prepare a data base of the quality, level of detail and comprehensiveness being considered. Materials costs of \$500 or more would be involved. Not less than 1 man-month per year, in a concentrated, full-time effort, should be devoted to updating the data base and maintaining it as a useful resource.

TABLE 5 URBAN SYSTEMS DATA BASE

<u>Map #</u>	<u>System</u>	<u>Information Mapped</u>	<u>Map #</u>	<u>System</u>	<u>Information Mapped</u>
1	Base Map	Existing street numbering map, updated regularly, 1" = 300' or 1" = 400' scale.	10	Sewerage	Line sizes ¹ Inadequate lines
2	Aerial Photo		11	Flood Control	Line sizes ¹ Inadequate lines Flooded areas of record Storm flows
3	General Plan Recommendations		12	Underground Utility Areas ¹	
4	Zoning	Existing zoning Zoning phasing plan Zone change requests Nonconforming uses Conditional Use Permits	13	Redevelopment	Problem areas Known planned improvements Project area boundaries Acquisition areas
5	Land Use		14	Building Permits	Location of improvements Nature of Permit, Value
6	Public Facilities ¹		15	Seismic Hazard/ Public Safety	High-intensity use areas Known hazardous buildings Emergency command centers Emergency housing/medical centers Evacuation routes/control systems Emergency water supplies
7	Open Space System ¹		16	Development Constraints	Known soil problems High noise areas (Flooding areas, also on flood control map) ² Resource conservation areas
8	Circulation	Circulation System functions ¹ Street widths ¹ Right-of-way widths ¹ Bicycle Routes ¹ Public Transportation Routes ¹ Pedestrian Routes ¹ Rail system Traffic signals, stop signs Curb/Gutter/Sidewalk Traffic Accidents	17	Housing	Information from County Health Department survey
9	Water	Line sizes ¹ Inadequate lines Storage facilities ¹ Well Locations, Pumping Stations Water Company Service Areas Class 9 Fire Protection Areas			

¹ Map existing/planned/budgeted parts of system

² Secondary importance

APPENDIX B

SHOPPING CENTER MARKET POTENTIAL

Table 6 shows the potential service population for a community shopping center in Paramount located north of the proposed Century Freeway between Paramount and Downey. A center at this location would have excellent freeway and arterial access and would be the only center in the area, with the exception of the Cerritos Center, adjacent to a freeway. Potential population in a 5-7 minute drive (modified to account for presence of other centers) is identified as a primary market population, while others within a 10-minute drive and not well served by other centers are indicated in a secondary market. These service populations are sufficient for development of a community-scale shopping center.

This center is dependent on freeway access for competitive advantage, and other locations in Paramount would not provide adequate market to support such a center.



TABLE 6
SHOPPING CENTER MARKET AREAS

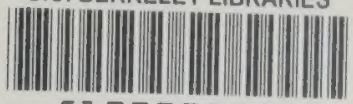
PRIMARY MARKET AREA

<u>City</u>	<u>Census Tract</u>	<u>Population</u>
Downey	5512	7800
	5515	6334
	5516	1229
	5517	5628
	5518	7890
Bellflower	5532	5871
	5533	2922
	5534	3441
	5540	7649
Paramount	5535	8428
	5536	5491
	5537	5732
	5538	6449
	5539	8634
Lynwood	5400	4318
South Gate	5362	5430
TOTAL		93,246

SECONDARY MARKET AREA

Long Beach	5704	8030
	5703.01	4110
	5702.01	5113
	5702.02	4056
	5705	9229
Bellflower	5543	4649
	5542 ($\frac{1}{2}$)	3897
Compton	5421.01	452
	5421.02	2270
	5422	2386
South Gate	5361 ($\frac{1}{2}$)	3779
Lynwood	5401.01	4586
	5401.02	4094
	5418	6325
TOTAL BOTH AREAS		156,222

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